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E. LEE DORSETT  
M.D.—F.A.C.S.









These are the ships I sailed in to Greenland and Davis Straits.

<u>Years.</u>	<u>Ships.</u>	<u>Where from.</u>	<u>No. of Tuns</u> <u>Whales.</u>	<u>Where to.</u>	<u>Captain.</u>
1806	Resolution	Whitby	24	Greenland	W. Scoresby Senr.
1807	do.	do.	13	do.	do.
1808	do.	do.	27	do.	do.
1809	do.	do.	26	do.	do.
1810	do.	do.	28	do.	do.
1811	John	Greenock	16	do.	do.
1812	do.	do.	25	do.	do.
1813	do.	do.	28	do.	do.
1814	do.	do.	36	do.	do.
1815	do.	do.	20	do.	do.
1816	Mars	Whitby	20	do.	do.
1817	Cherub	Hull	11	do.	T. Jackson Mate and
1818	do.	do.	33	do.	W. Scoresby Harpooner.
1819	do.	do.	6	do.	W. Jackson Captain
1820	Mercury	do.	24	do.	do.
1821	do.	do.	13	do.	do.
1822	do.	do.	4	do.	do.
1823	do.	do.	8	do.	do.
1824	Abram	do.	10	do.	do.
1825	do.	do.	2	do.	do.
1826	do.	do.	12	do.	do.
1827	do.	do.	10	do.	do.

Willm.  
Jackson  
Apprentice  
for six  
years.  
Boatsteerer

T. Jackson  
W. Scoresby  
W. Jackson



1828	do.	do.	21	206	Davis Straits do.	
1829	do.	do.	4	53	do.	
1830	do.	do.	3	44	do.	
1831	do.	do.	15	88	do.	
1832	do.	do.	6	56	do.	
1845	Lord Gambier	do.	3	31	do.	
1846	McLellan	New London	1	18	Davis Straits Slate	I was Ice
1847	do.	do.	9	112	do.	Perkins
1848	do.	do.	8	98	do.	Whipples
						American Ship
						McLellan
1850	Rufus	Hull	(340)	34	Greenland	W. Jackson
			(seals)			
1853	Violet	do.	2	26	Davis Straits do.	

Voyages 33. No. of Whales.....468      4252 Tuns of Oil  
Average of Whales..14      129 Average of Oil

*THE TYPESCRIPT ABOVE IS*

Copied from Captain William Jackson's holograph (a foolscap leaf), in the Central Public Library, Hull.

THE FOLLOWING LOG BOOK OF THE WHALER "VIOLET" (MENTIONED ABOVE), IS IN THE HANDWRITING OF CAPTAIN WILLIAM JACKSON. AFTER THE RECORD OF THE VOYAGE, THE CAPTAIN HAS WRITTEN COPIES OF A SERIES OF LETTERS FROM AMERICA RELATING TO WHALING, &c. ON THE LAST PAGES OF THIS BOOK ARE RECORDED THE NAMES OF THE VIOLET'S CREW, AN INVENTORY OF THE WHALING STORES, AND OTHER DETAILS.



Brig Violet in Hull Old Dock at the North end 1853.  
Dated <sup>bind</sup> Monday West A.M. light breezes and frosty very buisy getting  
our stores on board provision fresh water &c &c.  
R.M. signed Articles for Davis Strait.  
1853.

Tuesday 1<sup>st</sup> Feb 58  
" " R.M. got our Boats on board and lashed 5 upon  
deck the Violet in the old dock close to the Gates.

Wednesday 2<sup>nd</sup> Feb 58 South A.M. light airs and fine clear weather, at 11 1/2 the  
Steam Boat <sup>came</sup> to tow us down the River Hull, swung  
to the Brig and at noon towed past the Victoria Inn  
then down the Humber at 3 discharged the Pilot and  
Steam boat, at 5 1/2 passed close to the New sand floating  
light vessel, at Midnight Hambro Head light bore  
SSE 886 N. 12 miles fresh breezes, a many vessels running North.

Thursday 3<sup>rd</sup> Feb 58 South Fresh breezes and fine weather, at 8 A.M. put the chain  
cables below, bashed the deck, and cut some fresh  
South-ings. Sat 10<sup>th</sup> at noon SSE 886 N. Long 1<sup>st</sup> acc 1<sup>st</sup> 1/2 West.  
R.M. fresh breezes carrying a light sail, at midnight left  
SE wind a strong SE with showers of rain.

Friday 4<sup>th</sup> Feb 58 ESE Strong breezes at 2 A.M. in top Gall sails, at 4  
double reefed fore top sail single reefed main and stowed  
the main sail, at 7 more moderate set the main sail &  
fore top Mast staysail, at noon set the top sail Sun  
Obs. Obscure Sat 5<sup>th</sup> Feb 58 1<sup>st</sup> acc 1<sup>st</sup> 1/2 West.  
At 2 P.M. saw Hornshead Hill 6 miles to the S.W. of Skin-  
nairs head, bearing 886 N. 24 miles, at 9 set main  
East top Gall sail wind variable with sheet,



Brig Violet from Hull Towards Sheffland 1853

<p>Saturday 5<sup>th</sup> Feb<sup>r</sup> 1853.</p>	<p>Winds SSE</p>	<p>Sh. ll. light breezes and variable at 8 let one reef out of fore top sail people employed in usefull work South Lat 44<sup>th</sup> 58" 37' N. Long 11<sup>th</sup> 26' West light breezes P. ll. light breezes at 10 in top gall<sup>y</sup> sails at 11 saw Sconce head light bearing SSE 20 miles took 2 reef<sup>s</sup> in main top sail &amp; one in fore hauled the foresail up and hoisted her with fore head to the SSE at 4 part 5 run for Brassa sound and at 4 came to Anchor in 10 fath<sup>s</sup> water Port Charlotte bearing N by E 1/2 S 1/2 a mile strong tale &amp; thick with rain.</p>
<p>Sunday 6<sup>th</sup> "</p>	<p>SW</p>	<p>The fore part brisk breeze with rain the mail packet came in latter part calm went on shore and shipped part of the men they asked very high wages as we are the West first vessel here this season.</p>
<p>Tuesday 8<sup>th</sup> "</p>	<p>Calm</p>	<p>Calm and variable winds shipped a few more men got all but 4 people employed in usefull work about the rigging and receiving fresh for and main braces the mail packet left.</p>
<p>Wednesday 9<sup>th</sup> "</p>	<p>SSE</p>	<p>Variable winds shipped the other men the latter part a storm to Gale with snow waiting untill the men get their clothes re- ady and then we go to sea should the wind be favourable</p>
<p>Thursday 10<sup>th</sup> "</p>	<p>NE</p>	<p>Hard gale with squalls and snow showers ship waiting for the men we expect going to sea tomorrow should the weather moderate both Anchors down very hard Gale.</p>
<p>Friday 11<sup>th</sup> Feb<sup>r</sup> 1853.</p>	<p>NE</p>	<p>Very Hard gale with snow the jolly boat filled with water after bringing our Englishmen off and turned bottoms up people employed in usefull work started two barrels of Pork &amp; 99 pieces in both barrels.</p>



Brig Niels in Boassa Sound, Shetland getting men etc		
Dates	Winds	
Saturday 13 <sup>th</sup> Feb <sup>r</sup> 1853	N E	Strong winds untill 3 P.M. then light airs and partial got the fresh beef on board & quarters weight 9 <sup>n</sup> 2 <sup>n</sup> 5 <sup>n</sup> also got part of the Shetland mens clothes on board, in E N E the night strong breezes, put 6 ringbolts into the deck,
Sunday 13 <sup>th</sup> "	E N E N N E	Strong breezes and snow, riding at one Anchor. P.M. variable winds and weather to the end.
Monday 14 <sup>th</sup> "	North N N E N E	A.M. variable weather at 7 the Pilot came on board then went on shore to take the mens clothes on board at 10 weighed our anchor and run out of the South entry of Boassa sound at 11 discharged the Pilot, stowed the anchors in bait one cable and put them down into the hold forward S. 44 <sup>n</sup> 60 <sup>n</sup> 48 <sup>n</sup> P.M. made all fast for sea at 6 Sun bro head bore E. 16 miles from which I take my departure in Lat <sup>n</sup> 59 <sup>n</sup> 57 <sup>n</sup> N. Long <sup>e</sup> 1 <sup>n</sup> 15 <sup>n</sup> West at midnight brisk E N E Gales with squalls sea making fast
Tuesday 15 <sup>th</sup> "	E N E E N E N E	A.M. Strong Gales double reefed the top sails at 7 stowed the main sail shipping a quantity of water stove in some bulwork in midships, unrent the other cables Lat <sup>n</sup> 59 <sup>n</sup> 29 <sup>n</sup> N Long <sup>e</sup> 1 <sup>n</sup> 5 <sup>n</sup> West P.M. more moderate made a little sail cloudy and showery
Wednesday 16 <sup>th</sup> Feb <sup>r</sup> 1853	N N E East E N E N E	A.M. Moderate weather, at 8 all sail set, people employed repairing chafes about the rigging. Lat <sup>n</sup> 59 <sup>n</sup> 2 <sup>n</sup> N Long <sup>e</sup> 1 <sup>n</sup> 4 <sup>n</sup> W Long <sup>e</sup> 1 <sup>n</sup> 4 <sup>n</sup> W divided the men into boats crew and put them into their regular watches, squally with rain people employed in the full work put the men coys off



Brig Violet from Shetland towards Newfoundland 1853.		
Thursday 17 <sup>th</sup> Feb. 1853.	N E	Brisk breezes with showers of sleet, at 2 A.M. single reef the main top sail at 3 the binnacle took fire threw water into it to put it out. did no damage, at noon by Obs <sup>n</sup> 57° 49' N. Long <sup>e</sup> acc <sup>t</sup> 13° 10' West. at 2 P.M. Rockal bore South 10 miles thence another North departure, strong breezes to the end.
Friday 18 <sup>th</sup> "	N E	North Brisk Gale and cloudy, carrying a light sail upon the ship, some hands casting lead bullets, cloudy weather Sat <sup>e</sup> by Obs <sup>n</sup> 56° 23' N. Long <sup>e</sup> acc <sup>t</sup> 16° 39' West. P.M. squally and cloudy weather, a high sea to the end.
Saturday 19 <sup>th</sup> "	N E	A.M. more moderate at 4 made sail at 8 called all hands started a cask of Beef and another of Flour E.N. Cooped up an old top sail, people employed whipping points in the top sails fore sail & other secondary work. East Sat <sup>e</sup> by indifferent Obs <sup>n</sup> 54° 55' N. Sat <sup>e</sup> by Obs <sup>n</sup> 54° 58' N. Long <sup>e</sup> acc <sup>t</sup> 20° 29' W. East P.M. an Easterly swell running before the wind.
Sunday 20 <sup>th</sup> "	East	A.M. rather life wind and we are sailing right with it the sea fallen greatly at noon fine weather Sat <sup>e</sup> by Obs <sup>n</sup> 54° 3' N. Sat <sup>e</sup> by Obs <sup>n</sup> 54° 3' N. Long <sup>e</sup> acc <sup>t</sup> 24° 5' West, light E S E breezes and very fine weather to the end.
Monday 21 <sup>st</sup> Feb. 1853. variable	S E	A.M. light air and variable, at 6 Calm. at 8 began to paint 2 of the Boats white, unbent fore top, Galt <sup>e</sup> sail to mend, at noon a breeze got the S. E. S. repaired and 2 Boats painted white, put a new looline to the old red, marked by 2 knots, Sat <sup>e</sup> by Obs <sup>n</sup> 53° 54' N. Long <sup>e</sup> acc <sup>t</sup> 25° 30' W. P.M. squally with rain made the paint run on the boats at 3 double reefed the top sails, bent S. E. & sail, stowed the fells.



Brig Violet from Sheehand towards Newfoundland 1853

Date	Wind	Remarks
Tuesday 22 <sup>nd</sup> Feb <sup>r</sup> 1853.	North N.E.	A.M. strong breezes, and showery, at 6 more moderate let the reef <sup>d</sup> out at 7 set top gall sails & jib, in the fore noon some painting, others repairing the old boatsails, Lat. 52° 35' N. Long. 28° West, Variation 3 1/4 Points West.
	Var. 3 1/4 Points West	P.M. fresh breezes with showers of rain light airs to the East and dull cloudy weather.

Date	Wind	Remarks
Wednesday 23 <sup>rd</sup> " 1853.	East to S.E.	Light airs and cloudy weather, at 7 1/2 A.M. called at hands some making all ready for the crows nest going up, others employed in various way. Lat. 52° 27' N. Long. 30° 40' West, Var. 3 1/2 West. P.M. Calm and a fine smooth sea, set the topmast rigging up &c

Date	Wind	Remarks
Thursday 24 <sup>th</sup> " 1853.	N.W. variable	A.M. light breeze and variable unstowed the boats on the main deck to paint at noon Calm Lat. 52° 40' N. Calm Lat. 52° 31' N. Long. 31° 11' West. P.M. some painting the boats, and others a various work. Sunny warm weather at midnight thick with fog wind variable.

Date	Wind	Remarks
Friday 25 <sup>th</sup> " 1853.	N.W. N.W. N.W.	A.M. light breezes and foggy, at 8 cleared up began to stow the boats, some making jacob's ladder for crows nest, at noon clear but cloudy weather. Lat. 52° 47' N. Long. 32° 38' West. P.M. a fine breeze with a head swell small showers of rain carrying all sail ship by the wind

Date	Wind	Remarks
Saturday 26 <sup>th</sup> Feb <sup>r</sup> 1853.	N.W.	A.M. a fine breeze all sail set, at 10 took all the sail out of the sail cabin upon deck opened them out to make them better up and see what they was. shifted some of the points in the topwails so put them below again Lat. 52° 40' N. Long. 35° 38' W. saw a many porpoises, fresh breezes.



Brig Violet from Shetland towards Newfoundland 1853.

<p>Saturday 27<sup>th</sup> Feb<sup>r</sup> 1853</p>	<p>W. S. W.</p>	<p>A. M. Fresh breezes all sail set, thick fog, sun obscure. Lat<sup>d</sup> D<sup>e</sup> 52° 41' N. Long<sup>d</sup> acc<sup>t</sup> 37° 53' W. P. M. moderate weather and star light all sail set.</p>
<p>Sunday 28<sup>th</sup> Feb<sup>r</sup> 1853</p>	<p>W. S. W.</p>	<p>Fresh breezes all sail set. at 8 A. M. took the fore topmast and cut it for a main staysail. at noon passed a ship to the Southward of us. Standing to the S. E. ward. Lat<sup>d</sup> 51° 39' N. Long<sup>d</sup> acc<sup>t</sup> 40° 1' W. P. M. at 3 the Brig Sarah of S<sup>t</sup> Johns N. B. run down to us and asked to know our South Long<sup>d</sup> we told him 40° West. at midnight strong Gale</p>
<p>Tuesday 1<sup>st</sup> March</p>	<p>W. S. W.</p>	<p>A. M. Hard Gales put the ship under two close reef. Top sails a high sea, at 8 set the courses at noon dull and cloudy. Lat<sup>d</sup> D<sup>e</sup> 51° 10' N. Long<sup>d</sup> acc<sup>t</sup> 41° 53' West at 6 P. M. reef<sup>d</sup> the mainsail. squally and small snow.</p>
<p>Wednesday 2<sup>nd</sup> "</p>	<p>W. S. W.</p>	<p>A. M. squally at 6 let the reef<sup>d</sup> out of the courses. at 4 set the top sail double reef<sup>d</sup> &amp; fore top mast stay sail. Lat<sup>d</sup> 51° 30' N. Long<sup>d</sup> acc<sup>t</sup> 42° 40' W. P. M. a high sea tock in top sail &amp; fore top mast stay sail. squally weather.</p>
<p>Thursday 3<sup>rd</sup> "</p>	<p>W. S. W.</p>	<p>A. M. variable weather and squally with fog and rain saw some looms. Lat<sup>d</sup> D<sup>e</sup> 51° 56' N. Long<sup>d</sup> acc<sup>t</sup> 43° 30' West P. M. strong Gale and squally with rain lay too under close reef<sup>d</sup> M. T. sail &amp; reef<sup>d</sup> fore sail, at midnight more moderate.</p>
<p>Friday 4<sup>th</sup> March 1853</p>	<p>W. S. W.</p>	<p>A. M. light airs at 4 calm. at noon a breeze with rain Sun obscure. Lat<sup>d</sup> D<sup>e</sup> 51° 40' N. Long<sup>d</sup> acc<sup>t</sup> 43° 35' West all sail set, P. M. at 7 a Gale under close reef<sup>d</sup> fore sail and main top sail, a cross sea running at midnight less wind and variable.</p>



Brig Milet from Holland towards Newfoundland 1853.

Sales	Winds	
Saturday	Calm	A. M. at 2 Calm then a strong Gale, we running under close reef'd Topsails & reef'd Fore sail a very cross sea Ship labouring
5 <sup>th</sup> March	N E	1853 S. S. E. very much Lat: N. 50. 28 S. Long: acc: 44. 36 West. P. M. made
" "	N. W.	a little sail, at midnight less wind dark and cloudy.

Sunday	N. W.	A. M. at 2 veered to the N. W. ward, a high cross sea, at
6 <sup>th</sup> "	" "	noon under 2 close reef'd Topsails, Lat: N. 49. 58 S. Long: acc: 45. 44 W.
" "	N. W.	P. M. at 3 veered to the N. ward, at 7 took in fore top sail Ship
" "	N. W.	labouring very much, afterwards more easy at midnight calm.

Monday	N. S. W.	A. M. at 6 less wind unbent the fore sail as one cringle was
7 <sup>th</sup> "	" "	broke, bent another, repaired the topsails and mainsail
" "	variable	nearly Calm. Lat: N. 50. 00 S. Long: acc: 45. 31 West.
" "	N. S. W.	P. M. strong Gale at 11 stowed the fore sail hard Gale.

Tuesday	N. S. W.	A. M. at 8 a real sea drift split main Top sail took it in
8 <sup>th</sup> "	" "	then set a fore top mast staysail upon the top sail mast
" "	" "	to keep her to the wind but it would not do, so set ballance
" "	N. S. W.	reef'd Top sail which kept her too tolerable, part of the fish
" "	" "	fell on deck from the fore part of the main mast, stove
" "	" "	in hull work. Lat: N. 49. 49 S. Long: acc: 45. 17 West. P. M. rather
" "	N. W.	more moderate a very high sea shipped very little water

Wednesday	N. W.	More moderate at 3 A. M. set fore top sail, at 8 unbent
9 <sup>th</sup> March	" "	to M. sail and bent another people repairing damages
1853	N. S. W.	up aloft the Top sail split. Lat: N. 49. 24 S. Long: acc: 45. 16 W.
" "	" "	P. M. got top sail dry unbent it bent another, at 10 strong
" "	N. S. W.	Gale, lightning hail and rain took in fore S. sail



Brig Violet from Shetland towards Newfoundland 1853

Dates	Winds	
Tuesday	SSE	A.M. Bristle takes a high sea & squally weather people
10 <sup>th</sup> March	West	repairing the rigging &c. Lat. $48^{\circ} 21' N$ . Long. $acc^t 44^{\circ} 56' W$ .
1853.	to	at noon more moderate made a little sail the sea gone down
		P.M. Fresh breezes at 4 P.M. to the SSE ward at 8 strong gale
		close reef the M.S. sail at midnight took in fore sail
Friday	West	A.M. Hard gales lay to under close reef. M.S. sail
11 <sup>th</sup> "	SSE	at noon veered to the S <sup>th</sup> ward. Lat. $48^{\circ} 01' N$ . Long. $acc^t 44^{\circ} 54' W$ .
		P.M. squally, at 9 more moderate made
		variable a little sail. across sea wind variable.
Saturday	SSE	A.M. squally with showers of hail. at noon moderate
12 <sup>th</sup> "		weather made more sail. Lat. $46^{\circ} 40' N$ . Long. $acc^t 45^{\circ} 29' W$ .
		North P.M. went S. I. sail. & S. I. & sail. dried the M. S. sail &
		put them away to repair. At 6 a Bargee passed to the North
		ward of us standing to the westward saw another sail to the
		Calm North ward, at midnight Calm.
Sunday	Calm	A.M. Calm till 4 then a light breeze at 8 fine and clear
13 <sup>th</sup> March	SE	at noon fresh breeze saw a Brig steering to the W.S. Lat.
1853		Obs. $46^{\circ} 35' N$ . Long. $acc^t 46^{\circ} 35' W$ . P.M. fresh breeze at 3
		the clew of the fore I. sail broke put a stopper on it and set
		it, at 6 the main S. & sheet broke took in S. & sail. and
		double reef the S. sail. at 8 close reef the fore I. sail and
		to reef the I. sail. brisk breezes running under the 2 S.
		sails. fore sail and fore P.M. I. sail. and main stay
		sail going 8 1/2 knots thick fog a high sea from the
		South South ward



Brig Violet from Shetland towards Newfoundland 1853.  
 Gale winds  
 Monday 18<sup>th</sup> A. M. Fresh breezes at daylight made sail, thick with  
 14<sup>th</sup> March West. fog & rain, at noon rather clear Lat 47° 22' N. Long 53° 26' W.  
 1853. W. S. P. M. variable winds ship reaching to the N. E. ward of N. W.

Tuesday 15<sup>th</sup> E. S. E. A. M. Fresh breezes at 6 light breezes and thick fog, at 10  
 " Calm and thick Lat 47° 30' N. Long 51° 47' West.  
 " P. M. light airs then light breezes and thick at 8 rain

Wednesday 16<sup>th</sup> E. S. E. and strong breezes at noon double reefed the top sails  
 " N. E. S. Brisk Gale Lat 47° 37' N. Long 53° 37' West.  
 " " N. E. S. P. M. at 2 lay to under close reef. M. S. sail thick with  
 N. E. S. snow, at midnight strong gales a high sea strong frost & snow

Thursday 17<sup>th</sup> W. S. S. Brisk gales at 4 A. M. more moderate made a little  
 " sail thick snow showers Lat by indifferent obs 47° 57' N.  
 West Lat 47° 58' N. Long 53° 21' West. P. M. dull cold  
 " " frosty weather, ship reaching to the N. E. ward.

Friday 18<sup>th</sup> W. S. S. A. M. strong breezes with frost & snow, at 10 stored the  
 " variable main sail, at 10 covered to the N. W. ward reefed the fore sail  
 " " N. E. S. a strong land swell Lat 49° 48' N. Long 53° 50' West  
 West P. M. strong gales, at midnight covered to the N. W. ward.

Saturday 19<sup>th</sup> W. S. S. A. M. rather moderate at 6 set M. S. G. sail at noon  
 " " to under close reef M. S. sail and reefed P. sail thick with  
 South rain Lat 48° 28' N. Long 55° 00' West P. M. very  
 " " thick at 5 covered to the E. S. ward.

Sunday 20<sup>th</sup> S. W. W. A. M. strong gales, at 4 covered to the N. E. ward, at 7 set P. sail  
 " " Lat 48° 24' N. Long 55° 20' West. clear weather. P. M.  
 1853, S. W. W. at 6 set main sail thick at midnight & nearly calm



Brig Violet made Seafoandland and got amongst the Ice 1853		
Monday 21 <sup>st</sup> March 1853.	W.S.W. to S.W. S.W.	A.M. light air and thick with snow. at 4 a fine fresh breeze made all sail, the sea gone down at 8 fine clear weather employed repairing the M. R. sail. Lat. 65° 48' 17" N. Long. 50° 57' 00" West. P.M. at 7 fresh breezes took one reef in M. R. sail and stowed the S. R. S. R. sail. at midnight thick with snow and fog.
Tuesday 22 <sup>nd</sup> "	S.W. to W.S.W. West S.W.	A.M. fresh breezes at daylight set fore S. R. sail at 8 saw Seafoandland bearing N. 88° W. by compass 25 miles say Breakheart Pt. South side of Trinity Bay, we set to see. Lat. 65° 48' 17" N. Long. by the Land 52° 48' W. P.M. ran to the S. E. side in clear water all set, got the M. R. sail up.
Wednesday 23 <sup>rd</sup> "	West to W.S.W. S.E. to S.E. & E. "	A.M. light breezes and dull weather the Violet running to the S. E. ward at 8 saw some light ice called all hands got the crews next up and cut. raved the boats full. short. all the bread into the lockers. Lat. 65° 49' 16" N. Long. 52° 48' W. P.M. ran to the South ward along the west side of the pack ice got all the boats out light breezes saw a reef in the pack steering to the Westward by the wind.
Thursday 24 <sup>th</sup> "	S.E. & E. to S.E. & E. to S.E. & E. S.W.	Light breezes ship by the wind reaching to N. 88° W. at 5 1/2 P.M. veered to the S. E. and loring amongst light ice. thick with rime. got 2 seals. Lat. 65° 50' 00" N. Long. 52° 53' W. Broke the main hold out and got 6 casks of water from the ground tier and put in the upper tier caught 2 seals. filled the ground tier cask with salt water.
Friday 25 <sup>th</sup> March 1853.	W.S.W. to West. West.	A.M. Fresh breezes ship reaching to the Southward amongst light pack ice at 10 saw 10 sail to the N. W. West of us caught 3 seals. Lat. 65° 50' 23" N. Long. 52° 10' W. P.M. light air went very slow through the ice caught 6 seals. boiled some



Brig Violet amongst the Ice off Newfoundland catching Seals 1853

Monday <sup>lightly</sup> West A.M. light breezes and fine clear weather, at 3 got into some  
25<sup>th</sup> March " water then plyed to the Westward, saw one Schooner to the West  
1853 West. <sup>fine</sup> Lat:  $48^{\circ} 50' N$  Long:  $acc^{\circ} 52^{\circ} 34' W$  P.M. light breezes  
plyed to the  $W \& W$  & West amongst light ice at midnight  
West breezes the ice heavier, and more water very little swell.

Tuesday " " A.M. strong breezes, plyed and dodged at 8 spoke the  
27<sup>th</sup> " " " Schooner, John Gibson with 200 seals put some letters on  
got 27 seals most board of him and he had been to Bell Isle Strait, saw  
of them the previous West 17 vessels, Lat:  $48^{\circ} 36' N$  Long:  $acc^{\circ} 52^{\circ} 50' W$  P.M.  
stood to the  $W \& W$  and went amongst light pack ice got 27  
seals, light breezes and fine, clear weather 23 miles sight.

Monday  $N \& E$  A.M. light airs and fine weather spoke the Schooner  
28<sup>th</sup> " " " Restless with 100 seals she had been in Lat:  $53^{\circ} 8' N$   
caught North close in with Labrador, we got 1 seal, Lat:  $48^{\circ} 37' N$  Long:  $acc^{\circ} 53^{\circ} 8' W$   
seals. P.M. stood to the  $W \& W$  &  $W$  ward amongst pack ice saw very  
 $N \& W$  few seals, got 3 a high swell.

Tuesday  $S \& W$  Fresh breezes reaching to the  $SW \& W$  by the wind, at 8 A.M.  
29<sup>th</sup> March veered to the  $NE$  ward saw 45 vessels most of them with their  
1853 sails stowed they have got some seals about as we saw the  
variable Carcasses upon the ice called all hands to repair sails &  
got 15 seals put some coals from aft forward, some putting the ladder  
to up for to go to the lower masts, Lat:  $48^{\circ} 21' N$  Long:  $acc^{\circ} 52^{\circ} 40' W$   
P.M. got the foresail repaired unbent the other and bent the  
reft one, got 15 seals, strong breezes but we went very little  
 $N \& W$  through the ice, one Schooner 400 seals another 1500 seals.



Brig Violet amongst the ice off Newfoundland taking a few seals 1853.	
Logbook Wednesday 30 <sup>th</sup> March 1853	W.S.W. A.M. light breezes and fine clear weather some of the hands rept. sails. Others over the ice getting the stragling seals, the Violet stuck in the ice, got the jibboom on deck and took the flying end off. Lat. 66° 50' N. Long. acc. 52° 30' West P.M. got the jibboom out and all put to rights and jib set S.W. light air, at 8 drifted close past a large ice berg,
Thursday 31 <sup>st</sup> March 1853	W.S.W. A.M. light airs still beset in the ice, all hands employed repairing sails and sundrie jobs about the rigging, saw no seals, 31 sail in sight. Lat. 66° 50' N. Long. acc. 52° 10' W. Variable P.M. at 3 got mainsail & foretop sail up and bent them, unbent the other S. I. sail to repair, put footrocks shrouds to top gall's rigging and made out riggers for S. I. & May stays we got very little through the ice to the N.E. ward.
Friday 1 <sup>st</sup> April 1853	W.S.W. light airs and variable and us working to the East ward towards the sea or clear water, saw no seals, got some ice for the men to wash their clothes with, some of the men repairing S. I. sail, and we took one foot of the head of the foresail to go clear of the boats West. dived forwards, Lat. 66° 50' N. Long. acc. 51° 40' West. P.M. Moderate breezes ship reaching to the E.S.E. and N.E. to wards the sea, at 8 got into Slacker Sea
Saturday 2 <sup>nd</sup> April 1853	W.S.W. A.M. reaching to the N.E. by the wind amongst patches of ice got one live seal and one dead one 2 sail in sight North people repairing S. I. sail. Lat. 66° 50' N. Long. acc. 50° 50' at 2 seals. P.M. at 3 split the fore S. I. sail in taking in single reef the S. sails, at 8 got into some ice beard round and got out lodged



Friday	North	A. M. Bristle gales with snow. at 5 close reef: the Main
Sunday	"	and double reef: the Main. dodged amongst patches of ice
3 <sup>rd</sup> April	"	at 6 the fore sail mast broke a S. E. swell. Lat. 50° 48' S.
1853.	"	at 6 the fore sail mast broke a S. E. swell. Lat. 50° 48' S.
	North	Song. 10 West, Pell. thickish with small snow at
	"	S. E. midnight moderate, and very star light with frost.

Wednesday	6 <sup>th</sup>	Lat. 53° 53' N. Long. 48° 11' W at 3 P.M. began to run to the N.E. & at 4 let on crew out of M. R. sail, one man roping the main staysail at midnight the Northern lights very bright saw no Ice nor Ice Berge.
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Brig Violet from Newfoundland towards Davis Straits 1853.

Plates Thursday 2 <sup>nd</sup> April 1853.	Kind SSW	A.M. strong Gale the Violet running to the N.E. ward at 5 close reef the main top sail at 7 took in top sail at 8 stood North under close reef. M.S. sail & reefed it. sail across sea running shipped a quantity of water SSW. Lat. 48° 51' N. Long. 49° 26' West P.M. at 6 moderate let one reef out M.S. sail. at 8 set jib and one reef out of South. S. sail, at 9 let second reef out M.S. sail and set S. Y. sail at midnight nearly calm.
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Friday 3 <sup>rd</sup> April 1853.	Kind SSW	A.M. Fresh breezes and variable at 2 took in sail to Brisk Gale at 6 close reef. S. Y. sail and double reef. M.S. sail stowed the jib. strong frost and heavy West showers of snow. Lat. 48° 51' N. Long. 49° 31' West P.M. strong Gale at 4 reef the S. sail and Thos. Nicholson a Shetland man fell overboard, our boats being all fast lashed could not lower them and the sea being high I doubt if they could have got a boat away from the ship so we West lost him. at midnight thick with snow and frost.
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Saturday 4 <sup>th</sup> April 1853.	Kind SSW	Strong Gale and showers of sleet the Violet reaching to the N.E. ward. at noon Lat. 48° 58' N. Long. 49° 51' West to P.M. strong breezes and clear weather running to the N.E. ward SSW. M.S. Y. sail set at 10 took it in northern lights bright.
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Sunday 5 <sup>th</sup> April 1853.	Kind SSW	A.M. Brisk Gale. at 8 close reef the S. Y. sail and double to reef. M.S. sail stowed the jib. at 9 strong Gale reef the S. sail and close reef. M.S. sail, thick with snow. Lat. 48° 59' N. Long. 49° 00' West P.M. at 2 stowed the S. Y. sail. hauled the S. sail up and lay too under close reef. to. M.S. sail & S. Y. M.S. sail, thick with snow and fog. at 7 more moderate, set S. Y. sail & fore sail kept the ship SSW. S.S.W. at midnight light breezes and dull weather.
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Wing Vessel at the SW in the opening of Davis Straits 1853.

Dates	Winds	
Monday 11 <sup>th</sup> April 1853.	SSE to N.E. & S. to North	A.M. Light breezes at 6 saw some ice to the West of us wind variable at 10 Sacked to the SSE. all sail set at noon thick with snow Sat. 60° 25' S. Longitude 58° 15' P.M. at 2 Sacked at the pack but very thick with small snow. dodged off and on to the ice under low sail.

Tuesday 12 <sup>th</sup> "	SSE to West SSE	A.M. light breezes dodged thick with snow at 8 cleared away. Made Sail and stood to the SSE ward at 11 got to a broken up pack of ice run to the S & E ward Sat. 60° 57' 32" S. Longitude acc. 60° 14' West. Both run to the S & E ward along the pack at 10 1/2. here we clear weather.
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Wednesday 13 <sup>th</sup> " "	SSE to variable SSE	A.M. at 2 run to the North ward at 8 got to a point end of ice it fell nearly calm called all hands and got the lines up spliced 6 Boats lines, 5 lines to each boat, coiled 2 quarter boats, and put the other below again. Sat. 60° 40' S. Longitude acc. 60° 40' West. P.M. nearly Calm. spliced on 18 fore gangers to the harpoons and 6 straps one for each boat. spliced 2 in and put them into the Quarter boats. at 6 light breeze at 9 double reefed the Top sails and plyed to the SSE & E ward. along the pack edge saw two Bottlenosed whales.
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Thursday 14 <sup>th</sup> " "	SSE to N.E. & S.	A.M. Fresh breezes plying along the pack edge at 10 close reefed S. sail stowed the fore sail and dodged off and on to the pack. Sat. 60° 55' S. Longitude acc. 60° 15' West. P.M. brisk gales dodged off and on to the pack under two N.E. close reefed Top sails clear but cloudy dull weather.
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Friday 15 <sup>th</sup> April 1853.	S.E. North S.	A.M. Brisk gales dodged then plyed to the Northward North but lost ground Sat. 60° 40' S. Longitude acc. 60° 30' West. P.M. Brisk gales. plyed along the pack to the S. ward under North a light sail. of covering canvas. cloudy with snow & frost.
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Brig Violet Ranging the Ice in search of Whales at the St 1853.

<p>Saturday 16<sup>th</sup> April 1853.</p>	<p>North</p>	<p>Brisk Gale made more sail got into smoother water and plyed along the pack, saw one bottle-nose whale. Lat: 60° 14' N. Long: acct. 60° 20' W. P.M. Brisk Breezes when we stood out to the S.E. ward she would not stay had to veer &amp; North at the pack she would stay.</p>
<p>Sunday 17<sup>th</sup> "</p>	<p>North N.W.</p>	<p>A. L. stiff breezes plying along the pack edge thick with frost rime. at noon clear Lat: 60° 4' N. Long: acct. 60° 20' West. P.M. Brisk breezes the Violet reaching to the N.E. ward along the edge of the pack.</p>
<p>Monday 18<sup>th</sup> "</p>	<p>N.W.</p>	<p>A. L. Fresh breezes with showers of snow still reaching and running to the N.E. &amp; N.W. ward along the pack, got the Harpoon Guns up to put them in order. Lat: 61° 20' N. Long: acct. 61° West. 10' West. P.M. strong breezes and thick with snow plying to the N.W. till I could get no farther spanned the Harpoons in and sharpened them ran out of the ice and dodged for the night.</p>
<p>Tuesday 19<sup>th</sup> "</p>	<p>N.W.</p>	<p>A. L. Brisk Gale and thick with frost rime dodged, at 7 the Log died in distemper thick with rime P.M. Brisk Gale to 8 then light breezes dodged for the night.</p>
<p>Wednesday 20<sup>th</sup> April 1853</p>	<p>West Variable N.E.</p>	<p>A. L. Light breezes and variable, at day break made sail and stood to the Northward along the pack at noon the water led us to the N.W. ward we left a quantity of ice to the Eastward. Lat: 61° 39' N. Long: acct. 61° 10' West. P.M. all kind of weather from 12 to 8 o'clock sun shined and very clear, then thick with South. snow and almost a gale of wind, then again fine and clear nearly calm. the fore part running to the N.W. amongst Calm patches of ice could get no farther then plying to the E. East wind variable then run to the North and at 8 put E.S.E. her under two close reef. Sol said thick with snow dodged under a patch of ice for the night.</p>



Brig Violet got sight of one whale a little from the pack edge N.E.

<p>States Thursday 21<sup>st</sup> April 1853</p>	<p>Winds E.S.E. S.E. N.E.S.E. N.W.</p>	<p>A.M. Strong Gale and clear weather, at 7 made a little sail and plyed to the North ward amongst patches of ice at 11 reefed S. sail close reefed S. S. sail &amp; double reefed main S. sail. Sat. 10<sup>th</sup> 61° 38' N. Long. acc. 61° 10' W. P.M. close reefed M. S. sail and stowed the fore sail run to leeward of a patch of ice and dodged very strong gales and snow</p>
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<p>Friday 22<sup>nd</sup> "</p>	<p>N.W. to West Variable</p>	<p>A.M. more moderate, at 6 made sail and plyed to the N.W. ward then stood to the North ward thickish with fog and small snow all sail set. Sat. 10<sup>th</sup> 61° 38' North West Long. acc. 61° 30' West. P.M. thick with small snow we still reaching to the N.W. &amp; N.E. ward amongst loose ice patches streams and pack ice had to bore through one stream then got into a large hole of water run across it to the N.W. and at 7 got to a patch of ice several leagues in it, saw one whale headed to the West ward, got the E.S.E. 4 boats off the deck ready for the lines dodged for the night</p>
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<p>Saturday 23<sup>rd</sup> "</p>	<p>E.S.E. to East E.S.E.</p>	<p>A.M. Fresh breezes dodged at the pack edge, at 8 called all hands and coiled the 4 boats lines, at noon brisk gales and flying showers of snow, close reefed the S. sails East. Sat. 10<sup>th</sup> 61° 45' N. Long. acc. 62° 40' West. P.M. very strong gales and thick with small snow, a strong swell made it difficult to haul the lines out of the 4 forward boats and put them in the between decks, we made heavy weather</p>
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<p>Sunday 24<sup>th</sup> April 1853.</p>	<p>E.S.E. to E.S.E. East</p>	<p>A.M. very strong gales standing too and fro under reefed S. sail, &amp; close reefed M. S. sail, at 4 a very high sea and very thick took the 2 foremost boats in on deck, at 8 rather moderate, set 1/2 S. sail &amp; 1/2 S. M. S. sail and plyed to windward. Sat. 10<sup>th</sup> 61° 38' N. Long. acc. 62° 54' West. P.M. very strong gales and thick with snow dodged about amongst ice as well as we could.</p>
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Brig Violet got beset amongst the ice at the M. Pac River got out.

Monday 25 <sup>th</sup> April 1853.	East.	Very strong gales, reached to and fro under two close reefed sails, thick with small snow, a great quantity of loose ice about, had to veer the Violet very often, a high S.E. swell, saw several ice bergs about, Sat. M. 6 <sup>th</sup> 20' North, E.S.E. Long & Lat. 63° 10' West. P.M. very thick with small snow, had to veer very often for the ice, at 3 got under a point of ice and E.S.E. dodged lost the swell, very dark at midnight.
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Tuesday 26 <sup>th</sup>	East.	A.M. rather moderate let one reef out of main & sail set try sail and plyed to wind ward. at 4 rather clear E.S.E. tried to ply to the S.W. between two points of the pack but they closed so run to the S.W. to the other end of the hole of water then dodged the ice still closing. at 8 put the 2 boats of the deck at noon light breeze the sea about 7 miles to the Eastward rather more swell and a deep S.W. in the small hole of water Sat. M. 6 <sup>th</sup> 50' N. Long & Lat. 63° 30' West. P.M. light breeze at 5 the hole of water closed and we got tight beset in the ice sometimes the swell was very strong the ice rubbed and thumped against the vessel sides and under the quarters very hard, she got some heavy shakes, and all at once we lost the swell, so laid quiet content and easy.
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Wednesday 27 <sup>th</sup> April 1853.	West	A.M. light airs and variable at 7 the ice slackened a little. Made all sail and started to the S.E. by compass towards a sea of water, no swell, at 10 the ice tightened so the vessel stuck fast in it about 4 or 5 miles from the water Sat. M. 6 <sup>th</sup> 70' N. Long & Lat. 63° 10' W. P.M. at 3 the ice slackened a little sailed and hauled with lines to the E.S.E. ward as the water seemed to be nearest in that direction, at 5 the ice ripened together and at 7 the ice eased sailed and hauled with lines to the S.E. & E. ward, at 10 the ice closed and was tight round in.
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Bring Violet at the Ship pack of Resolution Island 1853.

Thursday 28 <sup>th</sup> April 1853.	Winds S.W.	Light breezes and fine weather, at 5 A.M. the ice started by the wind to the S.E. & E. and plyed to the North ward along North the pack edge. Lat: 60° 38' N. Long: 62° 40' West. P.M. Fresh breezes plying along the pack edge to the S. North ward several Berge in sight.
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Friday 29 <sup>th</sup> " " " " "	S.W. & S.E.	A.M. Strong breezes and thick with small snow fly- ing along the edge of the pack, lashed the ship's boat up to fresh to the ship's stern, took the 2 forward boats on deck for the Carpenter to fit checks for them. Sun Obscure. P.M. Moderate breezes and dull weather plying E.S.E. and reaching along the pack to the S ward.
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Saturday 30 <sup>th</sup> April 1853.	E.S.E. East.	A.M. Light breezes and us reaching to the S.E. ward. at 3 1/2 Saw one whale had 2 Boats after her without effect, took the boats up and coiled the other 4 boats lines into the boats. Saw more whale but the breeze freshened and snow so did not go after them took E.S.E. in 30 fath. sails double reefed the S. sails stowed fit and main sail. Lat: 61° 28' N. Long: 63° 10' West. P.M. Got the checks fitted and the boats lashed upon E.S.E. then dodged of wind onto the Eastward, strong breezes.
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Sunday 1 <sup>st</sup> May 1853.	E.S.E. to E.S.E.	A.M. Strong breezes and cloudy with snow, dodged and plyed by the wind to the E.S.E. & E.S.E. ward under a low sail, at noon saw 2 very large ice bergs to the South of us. Lat: 61° 19' N. Long: 63° 00' West. P.M. Fresh breezes, the Violet reaching to the S.W. & S.W. ward by the wind at 2 saw Resolution Island bearing S.W. & S.W. 30 miles E.S.E. distant stood close the ice, a washed up pack very close.
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Brig Violet working to the N.E. along the pack of Ice 1853.		
Monday 2 <sup>nd</sup> May 1853.	windy E.S.E. to N.E.	A.M. Fresh breezes and us flying along the edge of the ice to the E.S.E. ward, saw no whales. Hudson Straits seems full of ice. Lat: 61° 15' N. Long: 63° 30' West. P.M. Light breezes and variable flying along the pack edge to the N.E. ward, saw some white whales, saw no black ones.
Tuesday 3 <sup>rd</sup> "	N.E.E.	A.M. Light breezes and variable flying and reaching to the E.S.E. and E.S. ward, took one of the Chain cables out East of the hold and put it in the between decks, got the shrouds and the locker made them better up. Lat: 61° 20' N. Long: 63° 30' West. P.M. light breezes and clear weather N.E. flying of and on to the pack as well from the S.E. ward.
Wednesday 4 <sup>th</sup> "	N.E.E. E.S.E.	A.M. Moderate breezes and clear weather Resolution Island at North 25 miles, and the Violet flying along the pack edge no whales seen. Lat: 61° 22' N. Long: 63° 10' West. P.M. Moderate breezes and fine weather at 7 saw a barque to the N.E. ward, he seemed to be in the N.E. ice, we stood to the East & E.S. ward in clear water.
Thursday 5 <sup>th</sup> "	N.E. to E.S.E.	A.M. nearly calm, at 4 a breeze saw some unicorns at 7 <sup>1/2</sup> hatched to the N.N.W. at 9 saw a crang felyd to wards the pack, saw the Barque and he seemed to be E.S.E. fleaching. Lat: 61° 36' N. Long: 63° 10' West. P.M. at 8 got up to the Barque it was the Chiefthin of Ninkhady E.S.E. did not speak him had 2 boats away after a whale.
Friday 6 <sup>th</sup> May 1853	N.E.E. N.E.E. E.S.E.	A.M. fresh breezes and we are flying along the pack to the E.S.E. ward had to bore through some streams of ice to get along, dull cloudy weather. Lat: 61° 43' N. Long: 62° 50' West. P.M. strong breezes felyd along the ice and through streams to the E.S.E. spoke the Chiefthin with 2 whales he asked one man

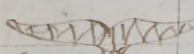


Brig Violet continues at the Str. of Resolution Island 1853		
Saturday 7 <sup>th</sup> May 1853.	Gales winds E & E.	A. M. Bristle Gales we are standing too and fro to the ice under 2 close reef. S. Sails, Fore, & F. S. M. S. sail thick E. S. E. with small rain or sleet, the Captain to leeward of us. P. M. Hard Gales and we under close reef. sails reaching too and fro to the pack saw one whale, weighed out stores E. S. E. for two months to the men, thick with rime and snow.
Sunday 8 <sup>th</sup> "	E. S. E.	A. M. The Gale continues as fierce as ever w. S. swell saw some Unicorns, still under close reef. sails, thick with E. S. E. fog and small rain the rigging covered with ice. P. M. at 4 took the lines out of the two main chain boats to and put them below, a cross high sea running and very thick with small snow and at under close reef. S. S. Sails. S. E. & reef. S. sail, shipped a little water.
Monday 9 <sup>th</sup> "	S. S. E.	A. M. Hard Gales and heavy squalls of wind, and thick with snow, at 1 took the lines out of the two S. S. E. quarter boats, and put them below, the Violet reaching to the Eastward under close reef. M. S. sail & S. sail. North. P. M. at 10 rather moderate made a little sail thick weather.
Tuesday 10 <sup>th</sup> "	North	A. M. Bristle Gales and frosty, the Violet by the wind reach- ing to the E. S. E. ward, at 10 made a little more sail, S. S. S. S. main sail & topsail, left one reef out each S. sail & S. sail North. the Captain a stern Lat. 65. 01. 19 N. Long. 160. 50 West. S. S. S. S. P. M. at 6 set S. S. sails made all sail, reaching to the S. E. ward.
Wednesday 11 <sup>th</sup> May 1853.	S. S. E.	A. M. Light breezes wind variable, and we are reaching to the West North North. S. S. S. S. & S. S. E. at 8 called all hands and coiled all the lines, got some fresh water out of the ground tier, and put it had 2 boats E. S. E. in the second tier, filled the other casks with salt water, P. M. after the sails. S. E. strong breezes and thick with rain and snow, saw a quantity of seals got none.



Brig Violet saw 80 many Whales off Resolution Island 1853.

Thursday 12 <sup>th</sup> May 1853.	Calms East.	A. M. Brisk gales reached to the S. at 4 tacked and stood East into the S. E. ward at noon thick fog and small rain. P. M. strong gales at 2 came to the ice close reef and dodged under E. S. E. the ice thick with snow.
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Friday 13 <sup>th</sup>	E. S. E.	A. M. moderate and clear at 7 saw several whales at 8 struck one she took into the pack and at 11 o'clock from her lost 8 1/2 lines, at noon the boats got on board, Sat. N. E. M. 26. 49 S. Long. acc. 63. 00 W. Resolution Island bearing 88 68. 36 miles, some Islands to the S. and more to the S. E. a high round hill or an Island, the pack all a mash.
John Hallon  lost it 8 1/2 lines	South	up mts of ice and good for nothing. P. M. dodged about of the pack saw no more of the whale put some more lines into the boats Carpenter & his mate altering the two foremost boat to Pollards, as they was too much to one side so that the lines would not run in the iron upon the boats stems, at 8 S. W. made all sail and stood out to the S. E. ward.

Saturday 14 <sup>th</sup>	South	Right breezes reaching to the S. E. and E. S. E. ward to try for the East side of Davis-straits as we can do no good here the ice being so very light at noon thick S. E. with snow and small rain. P. M. thickish with fog and E. S. E. small snow flying along the pack edge comp. altering the boats.
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Sunday 15 <sup>th</sup>	E. S. E.	A. M. Thick with fog rain & snow still flying along the pack East much still on from the Southward. P. M. brisk gales and thick E. S. E. with fog and snow, and we under close reef to sails.
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Monday 16 <sup>th</sup> May 1853.	E. S. E.	A. M. Brisk gales to 6 then moderate at 8 made all sail a strong swell on flyed along the pack, at noon S. E. light breeze and fine clear weather Cap. still at the East boats Sat. M. 26. 52 S. Long. acc. 63. 00 W. P. M. variable E. S. E. winds and snow, got the boats done and painted.
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Brig Violet from the St towards Haffins Bay 1853

Date	Wind	Remarks
Tuesday 17 <sup>th</sup> May 1853.	N.E.	A.M. Light breezes and dull weather, at midnight tack- ed to the E.S. ward, at noon gloomy, cloudy weather, P.M. to flying to windward, at 8 strong breezes and thick with small E.S. snow, at 10 <sup>th</sup> tacked close to the pack, all light.

Wednesday 18 <sup>th</sup> "	E.S.	Brisk breezes and thick with snow flying along the pack, P.M. Brisk Gale, at 3 o'clock at the pack edge thick with snow, reached to the S.E. a head swell and East we under close reef, I. sail & courses.
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Thursday 19 <sup>th</sup> "	N.E.	A.M. Moderate made a little sail, at 8 set M.S. G., S.E. sail and we by the wind, Lat. 62° 35' S. Long. act. 61° 31' W. P.M. Light breezes all sail set and us by the wind stand N.E. ing to the Eastward clear weather people making points.
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Friday 20 <sup>th</sup> "	N.E.	A.M. Light airs all sail set reaching to the Eastward by the wind, nothing to see but the sea, people making S.E. points from white fore-gangers, Lat. 63° 43' S. Long. act. 60° 40' W. North P.M. Light breezes and variable, clear weather.
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Saturday 21 <sup>st</sup> "	N.E.	A.M. Variable winds and dull cloudy weather, unbent the storm by sail and bent the large one, at 8 tack- ed to the S.W. ward, Lat. 63° 39' S. Long. act. 61° 20' West. P.M. Fresh breezes, at 6 tack- at the pack edge which is all N.E. very tight, saw no whales stood to the E.S. ward.
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Sunday 22 <sup>nd</sup> May 1853.	N.E.	A.M. Fresh breezes, at 1 tack- and 5 tacked again and stood to the E.S. ward East ward, a little from the pack which is all very tight and heavy ice, Lat. 63° 36' S. to P.M. light breezes and variable, at 5 set S. T. M. Staring's sail N.W. and lower etc running along the pack edge to the East ward.
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Brig Violet got up to Sively point on the Island of Disco 1853.

Monday 24<sup>th</sup> May 1853. A.M. light breezes still running along the pack ridges to the East ward. clear but dull cloudy weather. Lat. 65° 15' N. Long. acc. 60° 00' W. Capt. repairing the Head, J. & West. at sundrie work. P.M. fresh breezes and cloudy weather still West. running to the E. ward. started a cask of Bread.

Tuesday 24<sup>th</sup> " A.M. Fresh breezes and thick with showers of snow at 1 saw the Margue Chieftain to the South of us, we had to haul more to the E. & for ice, broke a Bell. S. sail boom in shifting over staving sails, carpenter making an other boom out of the fore gaff, and the haul end of the old S.W. boom. Lat. 65° 55' N. Long. acc. 58° 30' W. P.M. light breezes and dull weather, at 8 saw the East Land bearing S.W. & S.

Wednesday 25<sup>th</sup> " A.M. light breezes and we are running up Davis straits all sails set and steering sails, at 6 a.m. of ice. Still at noon Disco South end bore E. 140 miles distance. Lat. 65° 35' N. Long. acc. 56° 00' W. P.M. light airs and variable unbenz. J. & S. M. S. sail and bent others. at 6 took in staving E. & sails, bent main S. & S. sail. no pack ice to see.

Thursday 26<sup>th</sup> May 1853. A.M. moderate breezes at 1 Sack R. to the E. & ward. could see no pack ice, to the West ward, at noon fresh breezes took on the S. side of Fortune bay, many Bergs in sight. Lat. 69° 20' N. Long. acc. 54° 50' W. P.M. strong breezes run under N.E. Sively point, then little wind some of the Esquimaux came on board in an old whale boat, and some in their kamies. had very little truck, they told us that the Anne of Hull had 7 whales, the Snue love H. and had all round gone North three Sabbaths since, some of the Scotch Ships had whales and some clean, they said that the Rose was clean at midnight light airs and variable shifted M. S. sail, and S. sail, a gang repairing sails in the between decks



Brig Violet flying to the N.E. and E.N.E. ward for a North passage 1853		
Friday 27 <sup>th</sup> May 1853.	Winds	A.M. Light breezes ran out of the Bay to the
	N.E.	west. and North wards, carried away the R. S. M. S.
	"	sailboom that the carpenter had made out of the R. S. S. gaff
	"	also broke one of the midship boat sheeds with the main
variable from in the forenoon light airs and calms, put a new strop		
to the block of the M. boom. sheet, at noon to the North of		
Calm Fortunate Bay, P.M. Hood of the N.E. to the pack fresh breezes		
N.E. all sail wet cloudy dull weather.		
Saturday 28 <sup>th</sup> "	N.E.	Fresh breeze at 1/2 an hour A.M. tacked close to the
	"	ice and plyed of and on to the pack at noon dull
	"	weather Sun obscured one gang mending sails & the
	"	carpenter the boat sheed, and made a S. M. turning
N.E. sailboom out of the old lower boom, P.M. strong breezes		
the Violet flying to the N.E. ward along the ice edge, at		
N.E. mod. cloudy dull weather, some snow at the edge.		
Sunday 29 <sup>th</sup> "	N.E.	Strong breezes still flying to the N.E. ward saw a vessel
	"	to windward, at noon hazy and dull weather several Bergs
	N.E.	in sight, P.M. fresh breezes and us flying to the N.E. and E.
	variable	ward amongst loose ice. Lat. 66° 35' N. among Bergs.
Monday 30 <sup>th</sup> "	N.E.	A.M. fresh breezes the Violet continues flying to wind-
	N.E.	ward, our gang repairing sails, P.M. moderate and variable
N.E. wind with snow.		
Tuesday 31 <sup>st</sup> May 1853.	North	A.M. light airs and variable flying and sailing to the
	N.E.	ward amongst brashy patches of ice people repairing
	S.W.	sails. Lat. 66° 11' N. P.M. light airs and nearly calm shifted
	N.E.	R. S. sail to reef. at midnight strong breezes reaching to the S.E. &
East in shore passed some ice a floc.		



Brig Violet got up to Bro or Women's Islands and found black ice 1853		
Wednesday 1 <sup>st</sup> June 1853.	East variable W. S. W.	A. M. All sorts of weather but thunder & lightning, strong breezes, nearly calm, rain, snow, then fine sea & shine. At 10 P. M. big sails set, then close reefed the Land 10 or 12 mile to the S. E. East and a large floe, P. M. very hard Gale took the 2 fore most boats in a strong swell, the Violet by over very much put 5 Boats lines below, they <sup>more</sup> all got very wet so gave them each a dram of Brandy, at 8 quiet moderate dodged for the night, snow and dull weather.
Thursday 2 <sup>nd</sup> "	W. S. W. " " " " W. S. W.	A. M. Moderate, at 6 run to the E. S. E. & E. S. E. ward still dull cloudy weather, at 8 let out some reef <sup>s</sup> and set S. & sails, at noon clear saw Werry's Island one of the Broo Island. Lat <sup>d</sup> 72° 58' N. Bell, at 1 saw 3 ships to the Eastward of us, at 3 got to a tight pack had to dodge the ships were the Chieftain of Kirkcaldy and the Alex <sup>d</sup> of Dundee, nearly calm got some berg ice.
Friday 3 <sup>rd</sup> "	variable N. E. N. W.	A. M. Light airs and variable dodged of and on to the ice at 8 got the potatoes upon deck and sprouted them also to got the salt out of the main hold and put it into the potatoe hole. P. M. light airs dodging about 2.
Saturday 4 <sup>th</sup> "	N. E. " " N. E.	Light airs and clear weather, got some coal tar from the Alex <sup>d</sup> & Chieftain, began to black the ship round. Lat <sup>d</sup> 73° 13' North, at 1 P. M. got blacked round put the coals out of the after hold forward dodged, exchanged a Keg of Green Paint for a Keg of white with the Chieftain & so
Sunday 5 <sup>th</sup> June 1853 7 <sup>th</sup>	N. E. East E. S. E. E. S. E. N. E.	A. M. thick with fog and frost rime dodged amongst loose ice and some flairs, 2 sail in lee there seen water by the skye to the N. E. of us. P. M. still dodging and the ice drifting to the N. S. W. the Chieftain run to the South Westward then it came thick we lost sight of him.



Brig Violet stopped with the Ice off Brew Islands 1853.

<sup>Indates</sup>  
Monday <sup>brings</sup> ENE light breezes and frost rime dodged the ice drifting  
to the S. at 8 called all hands and coiled the line into the  
1853 N.E. Boats. and some putting the coals from aft. down into  
the hole forward. did not light the Cabin nor the half deck  
fires. at noon dull cloudy weather. P.M. fresh breezes run  
East to the WSW about 10 miles. then plyed to the Eastward.

Tuesday ESE A.M. fresh breezes then nearly calm the Ice setting  
to the WSW. large raw pieces. at noon very thick fog &  
variable light airs variable had to tow round with a boat.  
Some men mending the top sail. P.M. thick made fast  
to a piece of ice at 7 cast off and run to the WSW. &  
W. ward

Wednesday variable A.M. made sail and plyed in shore towards Perry's  
Island. got some blow upon both boes with the ice dam-  
South made unknown at 7 got into the Sound water then  
plyed in shore at noon Sat. Obs. 73°. 9' a little to the  
SW. S. of Perry's Island. P.M. fresh breezes and variable. at  
variable 3 run to the ENE. NE, and veered amongst the ice. at 9  
PM. got into a quantity of water in shore at midnight a  
variable Breast of Horse head a body of broken up floes to the S.

Thursday variable A.M. light airs and calms. at 7 called all hand and  
toed with 5 boats to go between two floes but the ice  
9th June 1853. Calm closed the Chieftain L. Alex. to the ENE of us amongst  
the ice nearly calm and fine clear weather at 11 took  
variable the boats up. P.M. run amongst floes and loose Ice at fresh  
breezes and thick fog hauled our wind to the south of Duck  
Island took in top gall's sails and reef. at 9 rather clear  
to run down to Duck Islands and dodged found the Davis  
PM straits fleet. some made fast to icebergs the Rose passed  
amongst the ships nor the Anne of Hull.



Brig Violet waiting about Duck Islands for a passage North 1853

Friday 10 <sup>th</sup> June 1853.	SW to	Fresh breezes and thick with fog and snow at 10 clear and fine weather with light breeze ship at Duck Islands P.M. made sail and ran to the S.E. then plyed to the S.E. & N.E. fresh breeze and us amongst flocks and a many bergs.
Saturday 11 <sup>th</sup> "	East variable	A.M. nearly calm. the ship made fast to a floe to the south of the Devil's thumb. at 10 A.M. light breeze from the West east off and dodged. unbent M. J. & sail to reef. Sat. Obs. 11 <sup>th</sup> 1/8. the point of the land to the SW of the thumb bore S 66 E 10 miles. P.M. light airs and variable N.E. at 7 made fast to a berg and filled 10 casks of water at 11 cast off. and dodged the venerable came to us from Greenland with 700 seals give a very poor account of the Greenland sealing and some ships had lost men on the ice.
Sunday 12 <sup>th</sup> "	variable NNE	A.M. light airs and variable. dodging about in the ice at noon thick fog made fast to a floe. P.M. cast off and dodged all the other ships made fast but one char
Monday 13 <sup>th</sup> "	North variable	A.M. dodged untill 8 then run towards Duck Islands as the ice was setting in that direction at noon not NNE far from Duck Islands. P.M. at 4 made fast to a berg close to Duck Island. 4 more ships doing the same: mate went a duck shooting got 3. Spickener went got none set at midnight
Tuesday 14 <sup>th</sup> "	N.E. variable	A.M. light airs and variable at 3 cast off and stood to the Eastward then dodged nearly calm Sat. 11 <sup>th</sup> 1/8. P.M. light air and variable people painting the Violet on West side. at 8 thick fog and a fresh breeze dodged.
Wednesday 15 <sup>th</sup> June 1853.	NNE to	A.M. fresh breezes. at 9 made fast to a land floe. clear but cloudy weather. P.M. at 10 the wind came upon the floe east off. ESE and dodged about other 5 dodging 8 made fast to bergs.



Brig Violet detained by the Ice of Duck Islands 1853.

Thursday variable A. M. light airs and clear dodging about. Somewhat  
16<sup>th</sup> June S E finishing painting. 8 P. M. thick with fog and frost rain  
1853. variable dodged about amongst bergs and loose floes.

Friday variable A. M. Light airs and variable nearly calm at 1 rather  
17<sup>th</sup> " to clear, and us close to Duck Islands. at 10 a fine breeze  
West. made fast to a berg aground close to Duck Islands.

Saturday 18<sup>th</sup> A. M. light airs and variable still made fast hauled  
18<sup>th</sup> " variable employed rattling the main rigging and Mr. Eldred down  
Carpenter & his mate caulking the quarter deck & new  
East Fore & main braces from <sup>new</sup> gale, P. M. some of the  
North Bergs floated away, and ours <sup>at 11 in two</sup> floated away got hold of another.

Sunday 19<sup>th</sup> S S W. A. M. light breezes and variable thick with fog and  
West. snow. P. M. dull weather and variable winds

Monday 20<sup>th</sup> variable A. M. Light breezes and thick with snow. at 6 took the  
North Starboard main chain boat in on deck to repair. at 11 all the  
ships cast off, but the June of Bo. S. & Co. and stood to the  
West S S W thickish with small snow; I cannot hear a correct  
account of the Roseburn afraid she is gone with the ice  
in the Gale of the 1<sup>st</sup> of June. P. M. stood to the S S W and down  
S W. but could not get into some water in that direction so dodged

Tuesday 21<sup>st</sup> June 1853. S S W. light airs and variable dodged about, near Duck Islands  
thick with fog & snow. Capt. got the boat down put her out  
and took in the other to repair made fast to a Berg and got  
fresh water. P. M. at 5 the Berg took the ground & rolled  
round and rolled a little to one side so as the fresh water  
that was upon the top, came down in great torrents cast  
off and dodged. at 6 thick fog and at midnight  
S E. fresh breezes and frost rain



Brig Violet got away from Duck Islands toward Melville Bay 1853.

Wednesday <sup>22<sup>nd</sup></sup> June 1853. ENE. A. M. strong breezes and very thick with ice and frost-rime dodged amongst thin floes, and Berge, the other ships doing the same, at 7 ref. the topsails at 9 stored the sic. P. M. thick fog & frost dodged and plyed to windward amongst Berge.

Thursday 23<sup>rd</sup> June. ENE. A. M. fresh breezes, at 4 cleared made sail and plyed to the ENE and NE ward at noon clove to Duck Island. ENE sail in E. the Capt. got the other boat done primed the seams over with lead coloured paint, P. M. plyed up towards the Devil's thumb land, at 9 light airs and variable, could get no farther, dodged, amongst thin floes, and Berge.

Friday 24<sup>th</sup> June. N E. A. M. light breezes and variable, at 5 a strong breeze with in S. E. sails at 6 ref. the S. sails, dodged thickish with rain, at noon all the ships in a small hole of water, P. M. rather clear at 5 the ships all made sail and run to the NE ward, light breezes, at 7 more clear could see a quantity of water to the NE, set staving sails, at 11 could see the Devil's thumb bearing SE, a quantity of water floes & Berge sail in E.

Saturday 25<sup>th</sup> June. variable. A. M. light airs and variable with intervals of clear until running to the NE ward, at 6 had to ply to the NE amongst floes and loose ice, very thick fog, P. M. fresh breezes and thick fog plying to the NE amongst floes and loose ice, Berge SE.

Sunday 26<sup>th</sup> June 1853. NE. A. M. fresh breezes plying to the NE cleared a little at times, at noon clear light airs could see land from NNE, NNE to SSE by compass, sail in sight Sat. 25<sup>th</sup> P. M. light airs and variable, plyed and towed with our North boat through a narrow passage between floes and loose ice very thick, then we got into more water stood to the variable NE ward.



Brig Violet working her passage through Melville Bay 1853

<p>Dates Monday 27<sup>th</sup> June 1853</p>	<p>Winds variable</p>	<p>A. M. light airs and variable sailed to the N. &amp; E. ward at 10. called all hands and towed with 5 Boats through a narrow passage between floes. at noon thick fog got into Calm more water. P. M. the other ships kept along the floes and amongst the loose ice so we got separated from them dodged in the hole of water. very thick fog. light airs and variable</p>
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<p>Tuesday 28<sup>th</sup></p>	<p>variable</p>	<p>A. M. light airs and variable at 2 rather clear could see very little water. at 8 1/2 the other ships all cast off and towed N. E. tracked &amp;c back to the N. E. ward at noon all made fast to a large floe. we called all hand at 9 1/2 and towed with 5 boats back the road we came yesterday. P. M. at 3 made fast close to the other ships, made 2 brooms and scrubbed the Violet's bottom which was covered over with seaweed grown to it nearly some more than a foot long. at 8 cast off and tracked Calm along the floe to the South ward to get towards the land visible floe at 11 came to a nip all made fast until it ceased</p>
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<p>Wednesday 29<sup>th</sup></p>	<p>light</p>	<p>A. M. at 11 the Points of ice opened began tracking along the floe. P. M. tracking and towing with all hands and variable 5 Boats. light airs and variable thick with snow. got to the land floe and went along it. at 6 to the N. E. ward made all sail and ran to the N. E. &amp; E. along the land floe. at midnight had to make fast to the land floe, could see more water but could not get to it. Melville's Monument bearing N. E. 12 or 15 miles. and land to the N. E. of us</p>
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<p>Thursday 30<sup>th</sup> June 1853</p>	<p>South</p>	<p>A. M. fresh breezes and clear weather still made fast the ice rather upon the close. P. M. fresh breezes all the other ships sawed docks in the ice but us. at 5 cast off and drifted to the lee side of the hole of water. then made fast close to a berg had the Rudder unshipped thick with rain, snow and shut,</p>
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Brig Violet in Melville Bay amongst land floe ice and loose floes 1853		
Friday 1 <sup>st</sup> July 1853.	W S W.	Brisk gales and thick with sleet got the towline out to the largest ice anchor at noon light airs and dull weather. Still light breezes and cloudy weather still made fast to the floe the South ice all close all around.
Saturday 2 <sup>nd</sup> <sup>Thompson</sup>	W S W.	A.M. Fresh breezes and dull weather the ice moved nothing. P.M. light airs and dull weather at midnight caught a Unicorn.
Sunday 3 <sup>rd</sup> "	W S W.	A.M. light airs and nearly calm at noon thick fog and small rain. P.M. light airs to the end still beset in the ice.
Monday 4 <sup>th</sup> "	W S W.	A.M. nearly calm then light airy and variable took the S.E. Sbarboard pump out to repair it had some holes in it near the bottom got it up and put down again. Made no coasts gave all North for both pumps & both masts at noon rather clear. P.M. thick fog. Carpenter calking the deck forward & Carpenter nailing the coasts on Vinegar. The masts & pumps we tried the pump and she pumped well.
Tuesday 5 <sup>th</sup> "	W S W.	A.M. light airs and variable with fog & frost since the ice variable very still. Carpenter & his mate calking the Sbarboard side of the West deck forward some of the men stripping blocks. P.M. light airs S.E. and variable Carpenter got the deck calked forward over the new bed cabin.
Wednesday 6 <sup>th</sup> "	W S W.	A.M. light airs and variable with small snow. Carpenter calking the quarter deck some of the men rattling the top mast and lower rigging down. P.M. got done calking came very thick fog & rime.
Thursday 7 <sup>th</sup> July 1853.	W S W.	A.M. thick fog a fine breeze from the E.S.E. ward at 8 1/2 rather clear. shipped the rudder made all sail and cast off as the ice had set off from the land floe stood to the S.W. & to a point of the floe then plyed to the S.E. ward. P.M. got to a nip of the ice saved the point off. Then it opened in another place got South through and run S.E. at midnight made fast & saved decks.



Brig Violet still contending in getting through Melville Pass 1853.		
Friday	variable	A.M. light airs and variable at 6 left the dock and run
8 <sup>th</sup> July	SSW	to the N. ward. at noon stopped again with the ice made fast.
1853	SS E.	P.M. thick with fog still made fast served the men their stores
Saturday	SS E.	light airs the ice rather slackened sailed and tracked with
9 <sup>th</sup>	variable	all hands to the N. ward. P.M. thick fog at 7 got to a block of
		North ice sawed docks and put the ships into them very thick.
Sunday	SSW.	A.M. Moderate breezes and thick with fog and frost came
10 <sup>th</sup>	SSW.	still in the docks, at noon rather clear. P.M. the ice began
	SS E.	to squeeze and close very fast. and a large ice berg set into
		and along the floor towards us sawed the docks further into
	SW.	the floor thick with rain. unshipped the Rudder.
Monday	SW.	A.M. strong breezes with rain and snow. the other ships
11 <sup>th</sup>	"	docks broke in the fore. Gambier had a heavy nip upon
		her. almost all the people got their clothes upon the ice
		for fear of ship wreck. had all our boats upon the ice we
		broke our ice saw left it upon the ice. at noon the
	SW.	ice remained stationary. P.M. the ice still
Tuesday	SW to	A.M. rather moderate the ice stationary. P.M. the
12 <sup>th</sup>	SSW.	same no movement in the ice. Lat. 68° 75' 119' N with clear beach.
Wednesday	SS E.	A.M. light airs and variable at 5 the ice slackened a little
13 <sup>th</sup> July	SE	and at 8 got our rudder shipped. boats on board and began
1853.	East	tracking but got very little distance when the ice set too
	SE.	again. Lat. at noon 75° 50' N. P.M. as and the Chief Mate sawed
		a dock into the ice and moved into it unshipped the rudder
	SE	and lay very snug and clear of the ship.



King Violet and the other seven Ships all got through Melville bay 1853		
Thursday 14 <sup>th</sup> July 1853.	Wind S & E	A. M. Light airs and variable at 7 the ice rather thick got our boats up and began tracking with all Northward along the land floe to the N. & S. E. and the other Ships doing the same. P. M. had to stop 2 or 3 times until variable the ice forced 5 of the Ships went on the West side of a floe N. & E. and so got away from us into some water that led in shore
Friday 15 <sup>th</sup> "	S & E	A. M. Light airs and variable fine clear weather tracking along the land floe at 11 got into some water East that led in shore. Toward with 4 S & E boats set all sail shipped the Rudder. P. M. at 4 made sail and plyed to the S & E. S & E ward between some very large bergs and floes got into a East quantity of water and plyed to the S & E.
Saturday 16 <sup>th</sup> "	S & E	A. M. a fine breeze at 5 set sheering sails at 7 fresh breezes running in a quantity of water at 9 came in to very thick fog running in large holes of water a many bergs and some patches of ice at noon saw land South about 7 miles off. P. M. at 3 cleared up saw Conical Islands variable wind variable plyed to the S & E ward a many Bergs.
Sunday 17 <sup>th</sup> "	North	A. M. Light and variable then strong breezes and foggy then plyed N. at 2 run S & E by S and caught loose rank ice S. W. at 8 got into a sea of water thick and rather clear in times P. M. made all sail and stood S. & E. Lat. 75° 20' S. Long. 70° 45' W. saw 7 sail, at 9 P. M. set sheering sails
Monday 18 <sup>th</sup> July 1853.	S. W. to S. E.	A. M. Light breeze and foggy weather and us running to the S & E by Compass in clear water. Sat. D. 75° 32' North N. & E. Long. Acc. 73° 32' West. P. M. Light breeze and thick fog ran and reached to the S & E. toward some ice to the S & E of N. & E. no one sail in sight to the S. W. ward.



Brig Violet and Comore Ships in Ponds Bay a Whaling 1853.

Monday <sup>July</sup> 19<sup>th</sup> 1853. S.E. A.M. light airs and variable with very thick fog at 4  
 P.M. saw the first land through the fog and as amongst rocks  
 to loose ice flying running and sailing at 10 got into a  
 sea of water cleared off and we was about 12 miles to  
 W. of the Edward of Ponds Bay, Lat. 68° 12' 55" S. E. light airs  
 and nearly calm stood into Ponds Bay and at 10 made fast to  
 S.E. the land fire to sail was here and had got 4 whales.

Tuesday <sup>July</sup> 20<sup>th</sup> 1853. S.E. A.M. light airs and variable caught one Unicorn  
 with a horn. saw no whales. P.M. had 2 and 4 boats on  
 watch, saw one whale and at 2 got fast to one at 5 got  
 South of the ship and began to flence it. at midnight flencing  
 the whale the wind upon the ice size per margin.

Wednesday <sup>July</sup> 21<sup>st</sup> 1853. S.E. A.M. at 5 got done flencing the whale. at 10 the loose ice  
 set in upon the floe. cast off and plyed off. the Chiptain  
 came into Ponds Bay and had got one more whale. all the  
 other ships cast off but 3 and they could not on account of  
 the wind freshening and loose ice setting in upon the  
 floe. P.M. fresh breezes and thick foggy weather.

Thursday <sup>July</sup> 22<sup>nd</sup> 1853. S.E. Fresh breezes dodged off the floe. at 10 rather clear stood  
 round the South end of the floe and made fast on the  
 South inside close to the land. saw several whales but could  
 not get fast to any of them. the Lord Gambier got 2 more  
 to whales. P.M. light breezes and thick with rain and sleet the  
 ice set out. made the after hold all clear for making off.

Friday <sup>July</sup> 23<sup>rd</sup> 1853. S.E. A.M. light airs and variable with sleet still made  
 fast. the floe is getting very full of holes the Bruce got  
 one whale in it too late for making off the Blubber. P.M. the  
 Bruce got one small whale. we cast off and tried with 5 boats  
 further along the floe saw 3 or 4 whales but too calm to get to them.



Brig Violet left Ponds Bay as the ice decayed, and went skulking along shore 1855		
Sunday 24 <sup>th</sup> July 1853.	<sup>Calms</sup> Calm	A. M. nearly Calm saw some whales but they were unsittable could not get to them. P. M. light air. at 3 cast off and ran South farther along the shore to the South then made fast again saw no whale
Monday 25 <sup>th</sup> "	South S.E. Calm	A. M. light air and variable or nearly Calm. at 1 called all hands and made the blubber off in the after hold. at noon got done filled 100 Casks & barrels about 31 bolls of Blubber, salvage. P. M. nearly Calm and thick with fog and rain no whales seen
Tuesday 26 <sup>th</sup> "	Calm variable S.W. W.	A. M. Calm cast off twice to go South but the ship would not steer so made fast to the shore again and it is getting full of holes very thick fog. saw some thrashers no whales. P. M. at 1 cast off and plyed out of the light between the land and the ice at 4 got out and plyed to the S.W. ward amongst loose ice & floe pieces foggy weather, 5 of the other ships cast off.
Wednesday 27 <sup>th</sup> "	S.W. variable West.	A. M. light breeze then light air and variable. with Calm plyed and sailed to the S.W. ward. P. M. a light breeze and thick fog plyed to the South ward along the land ice saw no
Thursday 28 <sup>th</sup> "	West " " W.S.W.	A. M. fine breeze and foggy weather plying along the land floe to the West ward by compass in clear water no whales seen P. M. fresh breeze with rain plying to the S.W. ward.
Friday 29 <sup>th</sup> July 1853.	W.S.W. to W.S.W.	A. M. fresh breeze and rain. then clear and fine still plying along the land ice to the W.S.W. ward no whales to see nor ships
	West W.S.W.	Ship's Sal. 10 <sup>th</sup> 12 <sup>th</sup> 6 <sup>th</sup> P. M. moderate breeze and fine weather reaching to the South ward came up with 11 sail of ships in with the land floe. the Advice, & Alex <sup>nd</sup> of Dundee, the Brulove & Venerable of Hull all going to the South ward along the land. a great quantity of water. With here and there a thin floe of ice the Venerable had got one whale to day. In shore 6 ft 11 in bene



Brig Violet working down to the SW along the Sand floes 1853.		
Dates	Winds	
Saturday 30 <sup>th</sup> July 1850.	W.S.W.	A.M. Fine light breezes and clear weather plying along the land all sail set & sail in E. Lat. 65° 10' N. no whales seen P.M. Fresh breezes and fine weather plying along the land W. ice to the Southward <del>Lat. 65° 10' N.</del>
Sunday 31 <sup>st</sup> July	W.S.W.	A.M. Fine fresh breezes all sail set and plying S.W. ward to 4 sail in E. Lat. 65° 10' N. 22' North. P.M. light airs and variable South still going to the S.W. along the land floes and floes to the S.E. ward
Monday 1 <sup>st</sup> Aug <sup>th</sup> 1853.	N.E.	A.M. Light airs and variable running to the S.W. in clear East water but ice on both sides of us no whales at noon very cloudy dull weather the 4 ships a head of us, P.M. fresh breezes, at 3 the ice closed a head of us so had to haul our N.E. wind and dodged thick fog. 2 sail in E. Advice & Alex. Dundee
Tuesday 2 <sup>nd</sup> "	N.E.	A.M. fresh breezes, then light airs and nearly calm, thick fog, dodged amongst floes and loose ice. P.M. at 4 made fast to a large heavy piece of ice and got fresh water, at midnight thick fog
Wednesday 3 <sup>rd</sup> "	N.E.	A.M. light airs and nearly calm at 5 cast off as we was sitting down upon an iceberg dodged thickish. Lat. by indiff. variable 65° 10' 33' N. P.M. light airs with calm & thick fog, dodged
Thursday 4 <sup>th</sup> Aug <sup>th</sup> 1853.	Calms	A.M. Calm set against a floe made fast thick, at 6 A.M. light breezes cast off and plyed to the S.W. ward at 10 saw one small whale had 2 boats down but saw her no more, a quantity of water in shore but cannot get to it W.S.W. the Inshore in shore & venerable clear Lat. 65° 10' 31' N. P.M. fresh breezes and clear weather at 3 run in between two floes a stem of the Advice, then the Alex. came in and got foul of the Advice shore one of his boats all to pieces stuck to the land floe and melted



Brig Violet got down to Cape Siater, a quantity of floe ice very few Whales.

Friday 5 <sup>th</sup>	West	A. M. strong breezes had 2 boats on watch, but saw no
August 1853	"	Whales, the Truelove had got one small one at 11 light
	"	airs the floe had broke off from the land so cast off and
	West	stood to the South lat: 68: 30' 25' N. got 4000 sperm the Sun.
	"	and we are to give him 4 new ones when we come to Shell
	Variable	Also let him have 123 lb of sugar for his men the Officers
	"	to settle about it in Shell nearly Calm, P. M. light air
	"	and us steering west saw one whale once had 2 boats down
	East	saw her no more

Saturday 5 <sup>th</sup>	East	A. M. light airs and variable nearly Calm, at 8 made
	"	fast to the Land floe had 2 boats on watch saw nothing
	Variable	at noon the wind came upon the ice cast off. Lat: 68: 30' N.
	South	70' 8' N. P. M. plyed to the N. W. ward saw one small whale once

Sunday 7 <sup>th</sup>	SW	A. M. light airs and nearly Calm plyed and sailed to the
	Variable	wind amongst floes and loose ice to the South & W. were at
	S. E.	mor fresh breeze. Lat: 68: 30' N. 1' North, P. M. a fine breeze and
	"	dull weather run to the N. & W. S. between some floes they closed &
	East	we all made fast. Thick with snow a strong current W. S. W.

Monday 8 <sup>th</sup>	E. & E	Light airs and variable, at 8. A. M. were alongside of the
	"	floe, and scrubbed the Violet's bottom the sea weed came off the
	Calm	floe, four inches long sail in E. Lat: 68: 30' N. 5' North, P. M. W. S. light breezes and rather foggy saw one whale once.

Tuesday 9 <sup>th</sup>	W. S. W.	A. M. Fresh breezes and foggy the ships all made fast
1853	"	a storm of each other the ice seems to set off to the East
	W. S. W.	ward, repairing the foretop sail, at noon strong breezes and
	Thick	P. M. fresh breezes, at 10 the ice set in cast off and plyed to
	W. S. W.	the W. S. W. dark gloomy night 4 sail in E.



Brig Violet trying to get south and get beset amongst floes 1853.

Dates winds  
Wednesday 11<sup>th</sup> A. M. A fine breeze all sail set flying and reaching to the  
the 11<sup>th</sup> Aug<sup>th</sup> to S.W. & S.W. at noon nearly calm and thick with snow amongst  
1853. S.E. loose ice, P.M. saw one whale running to the westward had 2  
S.E. boats away, nearly calm very thick fog & sail in Co.

Thursday 12<sup>th</sup> A. M. Moderate breezes and very thick fog, dodging among  
" " " " flows and loose ice, P.M. cleared run to the S.W. & S.W. to the S.E. side  
" " S.E. of a large floe that was fast in shore with icebergs saw no whales

Friday 12<sup>th</sup> E.S.E. A. M. strong breezes and thick with fog, at noon thick with  
" " to small snow, and a brisk gale blew to windward in a large  
S.E. hole of water under double reefed sails & reefed fore sail.  
" " P.M. strong gale and thick with snow dodging under the lee  
S.E. of the weather ice, & sail in company, no whales seen.

Saturday 13<sup>th</sup> E.S.E. A. M. more moderate and very thick, at 3 the ice closed very  
" " " " fast got all tight beset in loose ice, rain & fog, P.M. thick at  
E.S.E. calm and rather clear, a large floe close to us bearing S.W. & West  
Calm by compass, the land in sight to the North & West from us

Sunday 14<sup>th</sup> S.W. A. M. light breeze and frosty still beset amongst floes & loose  
" " " " ice at noon clear could see the land from E.S.E. to S.W. from 15 to  
S.W. 20 miles off Lat. 69° 40' N. P.M. light airs from the west.  
S.W. the ice set from the land floe a little.

Monday 15<sup>th</sup> West light airs and nearly calm a strong frost in the night  
" " " " run the end of one of the boats lines to the floe so as we  
1853. " " might haul the Violet to it should the ice slack any  
" " S.W. fine clear weather, Lat. 69° 40' N. P.M. the ice closed tighter  
" " to could not get to the floe so let go the lines and hauled them in  
" " S.W. tried to get the Violet to the floe but the ice being so tight could not.



Brig Violet Beset amongst floes of ice and a pack 1853

<p>Tuesday 16<sup>th</sup> Aug<sup>t</sup> 1853</p>	<p><sup>Winds</sup> W. W. W.</p>	<p>A. M. Fresh breezes and fine weather lanes of water made amongst the floes, but us and the other 4 ships being so tight, boat could not get into them. Sat. W. 6<sup>th</sup> 4<sup>th</sup> 8<sup>th</sup> water in shore. P. M. light breezes and variable at 8 the ice quiet light</p>
<p>Wednesday 17<sup>th</sup></p>	<p>W. W. W.</p>	<p>A. M. light air and nearly calm. &amp; very warm at 8 began to receive new longards to the main rigging and set it up also the Mast stays the ice stacked here the other ships was so they worked and towed away, all light round us. Sat. W. 6<sup>th</sup> 4<sup>th</sup> 8<sup>th</sup> P. M. the ice stacked, &amp; very little had all hands upon the ice, cutting and trying to shove the pieces out but could not for it very soon closed again, saving the Violet with her head variable the other way then got two double purchases upon the ice to try to heave it out but could not move it any whatever, the nearly other 4 ships all made fast to a floe to the S.W. of us we saw the other 7 sail that we left. North as we supposed, all plying to the N.W. along the land, they are to the E. &amp; E. Calm from us and seem in a quantity of water.</p>
<p>Thursday 18<sup>th</sup></p>	<p>Calm</p>	<p>A. M. light air and nearly calm fine warm weather in the day but strong frost in the night. the ice still had all hands but could not move the pieces. Sat. W. 6<sup>th</sup> 4<sup>th</sup> 8<sup>th</sup> West. P. M. light breezes and fine weather, the ice tight, the 4 sail in sight</p>
<p>Friday 19<sup>th</sup> Aug<sup>t</sup> 1853</p>	<p>W. W. W.</p>	<p>A. M. A fine breeze &amp; clear weather at 8 had all hands working and cutting ice to get the Violet out of a squeezed up lot of ice all fast together and we cannot move the pieces from one another, the 4 sail got away to the S.W. but still in sight, could see 3 of the North Ships. P. M. light air had all hands working at 7 the ice rather stacked got out of the patch and hauled to the floe heard there for the night, freezing hard at night.</p>



Brig Violet in Davis Strait amongst difficult ice rocks & 1853.

Dates	Winds	
Saturday 20 <sup>th</sup> Aug <sup>r</sup> 1853	SW.	A.M. light <sup>rain</sup> at 8 cast of made all sail, sailed and towed with 4 boats to the S. Str. & SW. round a floe of ice to get in shore as most water seemed to be in that direction, could see no ships Sat. M <sup>r</sup> . 6 <sup>th</sup> 58° S. P.M. at 4 latched and stood back S.E. to the S.E. ward, as the ice ran close in with the land both South & North, at 8 got as far to the S.E. as the floes and loose ice E.S.E. would let us go dodged thick fog and frost rain.

Sunday 21 <sup>st</sup> " "	E.S.E.	A.M. fresh breezes and very thick dodged in a small hole of water, P.M. at 1 made fast to a large floe at 2 cleared up a little cast off and run to the S.W. & S. amongst cross ice at 7 in running between two floes they closed and we had a very heavy press or squeeze upon the vessel, she was in great danger of being ripped to pieces but providence was kind to us we escaped all safe, made fast saw a sail to the S.W. E.S.E. of us went to the South and East ward amongst loose ice.
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Monday 22 <sup>nd</sup> " "	E.S.E.	A.M. light breezes at 1 called all hands and hauled with lines the Violet to the E.S.E. at 2 1/2 made sail and run to variable the S.W. ward thickish with fog amongst cross loose ice S.E. P.M. light airs and thick with fog and rain flying to the S.W.
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Tuesday 23 <sup>rd</sup> "	S.E.	A.M. light air and rain with fog the Violet flying to the S.E. ward South amongst cross loose ice could see no distance no whales seen Calm P.M. nearly calm at 5 made fast to a loose piece of ice thick
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Wednesday 24 <sup>th</sup> Aug <sup>r</sup> 1853	variable	A.M. light air and variable, at 7 cast of and stood to the S.W. & South at 10 clear could see all the eleven ships to the S.W. S.W. & S.W. from us, towed with 5 boats Sat. M <sup>r</sup> . 6 <sup>th</sup> 10° S. P.M. light air at 4 made fast to a large piece of ice, at 11 cast off as we was drifting up on a berg, flew to the S.W. & S.W. ward got some heavy rips with the ice.
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Big Violet amongst cross ice and all the south fleet but very bad

Date	Winds	Text
Thursday	SS W	All fresh breezes plyed and reached to the N. & westward
25 <sup>th</sup> Aug <sup>r</sup>	" "	Amongst rank cross ice got some heavy rubs with the ice
18 <sup>th</sup> 3.	" "	at 7 joined 3 of the S. fleet. Christain, whaler 90 Tons Lord
"	"	Gambier 90 Tons & S. Andrew 34 Tons Bel, at 8 saw several
"	"	whales all rolling about together the Lord Gambier boat struck
"	"	one and it was some time before they got any more harbour
SS W.	"	into it to sail to the westward the ice is very bad. Bell, thinks
		the other ships had all loose falls that is all hands in Davis strait
		and we sent one boat away and saw a whale but my judgement led me to believe
		that if all the boats in the world had been lowered down that they could not have
		at one whale but as this is Davis strait rules we must abide by them or else
		cannot say that they are very bad ones, however we struck one whale and it was
		much rather not have got fast to the whale than have got fast included than we
		had never seen the whale but as other ships did so we must follow their
		example altho that is not what I was brought up to had my old tell
		me I can do such an action in old Greenland immediately he would have
		said was you out of your judgement or has you took leave of your senses for that
		struck that whale or had I had my own way I would not have lowered one of my
		boats for all the whales in Davis strait but we did so, so much the worse and
		all deserve what ever we get by doing so, our whale that we struck took out 16
		lines and the P. R. Charlotte struck in a second harpoon not for so long as so
		honour in the cause but thinking that this was the S. W. whale then he would
		have got it I could have said a great deal more about the whale than I have
		but this is very little profit for me the way that we are situated I cannot tell
		whether we shall get the whale or not or whether we shall get our lines or
		boats or not, but that must all be left to time as Solomon says time and
		chance happeneth unto all but there is not such a thing as chance to
		man for God made nothing by chance the sun, moon & stars the Earth and
		all things did not come by chance for say how regular they revolve and
		ever come into conjunction so you a night for we had a very wet night off
		for every one we gave the men brandy and coffee to comfort them



Brig Violet amongst rank ice and Whales in Davis - Straits 1853.

Sales	Winds	
Friday 26 <sup>th</sup> Aug <sup>1853</sup>	SW	Still strong wind and thick with fog and rain got our line
1853.	SW	Pell got the 4 boats to the ship and sent the men to bed for 6 hours

Saturday 27 <sup>th</sup>	SW	Still strong winds amongst ice, got the whale to the ship and began to stench her she was very much stelled
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Sunday 28 <sup>th</sup>	SW	Still the ice slackened got the whale cut in size per margin Pell thick fog and rain
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John Arnold  
10 feet 2 inches

Monday 29 <sup>th</sup>	SW	Still light breeze and foggy weather Pell got one boat load of coals from the Jane of Bo - Neps gave him one South Sovereign for them
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Tuesday 30 <sup>th</sup>	SE	Still light breeze and fog and rain made the whale off
1853.	SE	filled 30 casks about 33 barrels of Blubber thick fog & wet dodged about 5 sail in sight

Wednesday 1 <sup>st</sup> Sept <sup>1853</sup>	E	Still light airs and thick with fog and rain dodged about amongst rank loose ice, at 10 made fast to a large piece of ice very thick fog Pell filled all our fresh water casks with water. lay made fast for the night.
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Thursday 1 <sup>st</sup> Sept <sup>1853</sup>	SE	Light breezes and very thick fog, at 8 Pell. cast off and run to the South and West ward amongst rank loose ice a 5 <sup>th</sup> E. bell on saw 5 more vessels running the same way North Pell dodged for the night
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Friday 2 <sup>nd</sup> Sept <sup>1853</sup>	SW	Still fresh breezes at 8 clear all the ships run to the Starward amongst rank loose ice more stelled on, saw the West land, Pell. light airs and variable stood to the N. N. W. to N. W. amongst rank ice. inco
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Brig Violet working to the NW down Davis-Strait 1853.

<p>Dates Saturday 3<sup>rd</sup> Sept<sup>r</sup> 1853</p>	<p>Winds SW</p>	<p>A. M. Light airs and thick with snow, most of the ships stood to the Westward we plyed to the South amongst South cross ice got several blows upon both bows, P. M. thick S.E. at 6 made fast to a piece of ice, nearly calm and snow.</p>
<p>Sunday 4<sup>th</sup> "</p>	<p>East " "</p>	<p>A. M. light airs and variable thick with snow at 5 east of and stood a little to the SW then to the ENE &amp; NW amongst slacker ice and much lighter at noon " " very foggy, the same in sight. P. M. thick stood to the SW East Ward. at 9 made fast dark &amp; thick with fog.</p>
<p>Monday 5<sup>th</sup> "</p>	<p>ESE " "</p>	<p>A. M. nearly calm, at 6 east of and stood to the SW Ward thick with snow a great quantity of ice " " Sat. by indifferent W. 6<sup>th</sup> SE North could see some hill tops of land. P. M. light airs, run to the SW Ward amongst variable ice the same in E. Land in sight, dodged for the night</p>
<p>Tuesday 6<sup>th</sup> "</p>	<p>variable " "</p>	<p>A. M. light airs and variable, plyed to the NW and " " run the same through loose ice towards Cape Searle, East. clear weather, at noon out to sea, a strong swell on " " P. M. at 6 got the chain cables upon deck and run " " for the harbour of Cape Searle at 10<sup>1/2</sup> let go the anchor variable in 10 fath<sup>s</sup> water, thick fog and very dark.</p>
<p>Wednesday 7<sup>th</sup> Sept<sup>r</sup> 1853</p>	<p>SE &amp; E " "</p>	<p>A. M. at day light, heard a Whale blow had one boat a way but saw nor heard it any more, at 8 called all hands sent 5 boats away saw one whale, had the natives on board women &amp; Children, in a large skin boat. P. M. at 5 the boats went away on the N. side of Cape Searle to look for whales some ice came into the Bay.</p>



Brig Violet in the Harbor of Cape Searle looking for Whales 1853.

Whales Thursday 8 <sup>th</sup> Sept <sup>r</sup> 1853.	Winds variable	A. M. Light airs and variable, the Boats away looking for Whales, and the master <sup>of the Janey</sup> went to the top of Cape Searle, to have a look out could see & sail to the N. under Cape Breighton a E. S. E. amongst ice; and nothing but clear water to the S. W. ward N. E. P. M. at 7 the boats came on board had got nothing had seen 4 Whales. at midnight strong Gale with squalls & snow.
Friday 9 <sup>th</sup> "	N. N. W. to	A. M. Brisk Gale with squalls and showers of snow at 5 the boats went on shore to look for Whales. some loss in N. N. E. in the day. at noon moderate weather, a great many Esquimauxs camped upon Cape Searle Island. P. M. at 6 the variable boats returned had seen no Whales. wind variable moderate
Saturday 10 <sup>th</sup> "	variable N. N. E.	A. M. light <sup>air</sup> and at 4 strong breezes with small snow at 5 the boats went into the bay to look for Whales cloudy dull weather, at 2 P. M. thick with snow some ice set in to the Bay and we would have gone out but the weather being so thick and night coming on also 3 of our boats being away we thought it more advisable to lay at our Anchor. at 3 1/2 the North boats returned had seen nothing. at midnight fresh breezes.
Sunday 11 <sup>th</sup> Sept <sup>r</sup> 1853.	N. N. W. to	A. M. Fresh breezes with snow and a strong frost, at 6 a quantity of ice was setting into the bay and part had grounded upon the bar. so at 8 got our anchor and plyed out. the ice came in very fast was obliged to go to the South west shore and make very short boards between the ice and the land could see the bell on West when the Brig was in stage. P. M. at 1 got out into Merchants bay and dedged saw no Whales saw 18 of the Shepis out of eleven nearly the Heroine being left of Cape Hooper, and 6 of them Cabin had got one whale each fine clear weather and frost.



Brig Violet of Cape York and getting out of the pack of ice south 1853

Date	Wind	
Monday 12 <sup>th</sup> Sept. 1853.	NNE	A.M. Nearly calm lay prize in the young ice at East a light breeze stood to the SSE & South then plyed to SE. the SE ward amongst cross loose ice at 4 came thick East with small snow at noon very thick. B.M. stood and plyed SE. to the SE ward at 4 dodged very thick with small snow.
Tuesday 13 <sup>th</sup> "	NE	A.M. fresh breezes dodged thick and very dark in the night, at 5 rather clear was very close to Cape York made variable sail and run to the SE ward then stood to the South and amongst cross ice thick with snow. at noon got into SE. a quantity of water. B.M. fresh breezes and thick with fog. ESE dodged amongst loose ice thick the Snedover, venerable & Char- lotte in Co.
Wednesday 14 <sup>th</sup> Sept. 1853.	ENE	A.M. strong breezes then hard Gale, and thick with snow dodged at 7 run to the SW S. in a quantity of water at 8 came to heavy ice plyed to windward under 2 close reef. Topsails & S.S. all. Day sail very thick took all the line out of the boats and coiled them below, began to put the oars and ropes below. B.M. broke gales and thick with small snow and rain at 1/2 close in with the wind and several bergs with quantities of loose ice wetting upon the land we was obliged to run out to the SE and SW amongst cross rank ice, very thick at the time got sea dodged a many bears upon both bows and stem the Violet under close reef S.S. and reef fore sail at the time reef M. sail at 6 came to rather ice tight packed together and a heavier swell from the SW made an attempt to make fast by the stern but our rope broke twice a hour and night. ESE found the ice rather slack so run under reef & sail & S.S. all in.



Brig Violet running down Davis Straits for Shetland 1853.

Date	Winds	
Thursday 15 <sup>th</sup> Sept 1853.	S.E.	A.M. thick with fog and snow a hard gale could not take our boats in dodged until noon then more moderate.
15 <sup>th</sup> Sept 1853.	"	set the fore top sail and run to the S.W. by Compass to the S.E. 2 waist boats upon deck. P.M. at 10 made a little sail rather clear at midnight set main top. 10 <sup>th</sup> sail the morn got out.
Friday 16 <sup>th</sup> "	S.E.	A.M. fresh breezes and clear set R.S. 4 sail. at 6 more smother sea began taking the boats in. at 10 had got them in, 5 and stowed the other had got so much damaged with launching over the ice in getting our last whale, and being very old not worth repairing we took the thwart, bolts, and any thing of worth out of her so then let her go into the sea. sent the Cox. wanting to let blocks down, Crow nest, and the boats Davids & Sheds, put all below. Lat. 63° 46' North Long. 57° 40' West, A.M. light breezes and variable with snow. set R.S. steering sail, pulling all lumber away.
Saturday 17 <sup>th</sup> "	North	A.M. light breezes and variable, with small snow, no ice variable bergs to see. Lat. 63° 35' N. Long. 56° 19' West. P.M. light air and variable, got some provisions out of the after hold. started bread and pork, and have 1/2 casks of flour left.
Sunday 18 <sup>th</sup> "	S.W.	A.M. light air with snow. at 11 fresh breezes all sail set, thick with snow or sleet. Lat. 63° 11' N. Long. 54° 43' West to P.M. fresh breezes and thick at 2 P.M. to the S.W. at 6 wind changed S.E. ran to the S.W. cleared set top sail steering sail saw ice bergs.
Monday 19 <sup>th</sup> Sept 1853.	S.E.	A.M. light air and variable run to the S.W. passed several bergs, at 5 1/2 saw the East land bearing S.E. 36 miles, showers of snow got the ropes up to dry. Lat. 62° 51' N. Long. 52° 40' W. P.M. nearly calm at 6 put the ropes down. at 10 snow a light breeze, stood to the Westward.







Brig Violet from Davis straits towards Shetland 1853

Dates	Winds	
Monday 25 <sup>th</sup> Sept <sup>r</sup> 1853.	N.W.	A.M. Strong breeze and fine weather, all sail set, at 3 set steering sails at noon fine weather and light breeze Sat. 26 <sup>th</sup> N.W. 55 <sup>th</sup> 54' N. Lat. 53 <sup>th</sup> 56' N. Long. acc <sup>t</sup> 39 <sup>th</sup> 13' West P.M. fine weather running with the wind a fine breeze and cloudy
Monday 26 <sup>th</sup> "	N.W.	A.M. a fine fresh breeze running with steering sails, set, cloudy with showers of rain, tightened the boats lashings N.W. Sat. 26 <sup>th</sup> 54 <sup>th</sup> 55' N. Lat. 54 <sup>th</sup> 34' N. Long. acc <sup>t</sup> 35 <sup>th</sup> 53' West P.M. light breezes at 9 shifted over steering sails
Tuesday 27 <sup>th</sup> "	S.E.	A.M. Light breezes and variable, took in steering sail at 3 S.E. strong breezes with rain, at noon took one reef in each S. sail, showed S. Gall <sup>y</sup> sails and jib, Sat. 27 <sup>th</sup> 60 <sup>th</sup> 13' N. Long. acc <sup>t</sup> 31 <sup>th</sup> 16' West P.M. at 10 strong Gale close reef <sup>d</sup> the S. sails and reef <sup>d</sup> S. sail
Wednesday 28 <sup>th</sup> "	E.S.E.	A.M. strong Gale and a high sea from the E.S.E. at 6 E.S.E. let one reef out M. S. sail, and S. sail, at 8 made an attempt to get the whale lines up to dry, but showers put them down again N.E. Sat. 28 <sup>th</sup> 60 <sup>th</sup> 30' N. Long. acc <sup>t</sup> 33 <sup>th</sup> 30' West P.M. let second reef out M. S. sail & set S. Gall <sup>y</sup> sail, at 8 let N.E. 2 reefs out S. sail, set jib.
Thursday 29 <sup>th</sup> "	N.E.	A.M. Light breezes and variable with rain, at 3 let all the reef <sup>d</sup> out, heavy rain, Sat. 29 <sup>th</sup> 60 <sup>th</sup> 18' N. Long. acc <sup>t</sup> 32 <sup>th</sup> 5' West P.M. fresh breezes and flying showers of rain, at 4 set fore top mast steering sail at 9 squally with showers.
Friday 30 <sup>th</sup> Sept <sup>r</sup> 1853	N.W.	A.M. strong breezes and squally with showers of hail and rain, coiled some of the whale lines up in the cabin over battens to dry Sat. 30 <sup>th</sup> 60 <sup>th</sup> 18' N. Long. acc <sup>t</sup> 27 <sup>th</sup> 18' West P.M. fresh breezes and showers of snow and rain, at 6 let the fore top mast steering in taking it in, wind rather variable, and the Violet running W by E by compass on a fair track for Shetland the Northern lights bright, all sail set, and a low sea running after us the weather very fine for the time of the year so ends the month of September, 1853, in the Western Ocean.



# Brig Violet made Barra Island and Cape Wrath 1853

Saturday 1 <sup>st</sup> Oct <sup>r</sup> 1853.	Winds N E	A. M. Moderate breezes and variable with squalls and showers of rain and hail. all sails set, some coiling lines in the Cabin and one pending S. S. M. S. sail. Sat. Obs. 10. 13 N E. North Long. acc. 23. 4 West. P. M. light breezes at 3 set S. most North and lower stowing sails a fine night wind variable.
Sunday 2 <sup>nd</sup> "	variable N N W.	A. M. light breezes intermixt with Calm all sail set and steering sails. Sat. Obs. 60. 9. N. Long. acc. 20. 4 1/4 West. P. M. moderate breezes and fine weather all sail set showers of rain the Northern lights bright.
Monday 3 <sup>rd</sup> "	N W.	A. M. Strong breezes and squally coiled 14 whale lines up that was drying in the Cabin, and put 14 more up to dry at 7 shifted over steering sail. Sat. Obs. 59. 5 N. Long. acc. 16. 33 West. P. M. at 7 strong breezes took in steering sail and M. S. E. stay sail at 10 took in Top. Gall. sails, squally with rain Brisk Gale.
Tuesday 4 <sup>th</sup> "	S W.	A. M. Brisk Gale and heavy rain, sea made, and wind veanted. Sat. Obs. 60. 2 N. Long. acc. 12. 32 West at noon foggy weather Sun Obscure, P. M. strong Gale, at 1 o'clock one reef E. S. E. in each topsail rainy coiled the 14 lines away reaphath more up.
Wednesday 5 <sup>th</sup> "	E N E	A. M. Strong Gale with rain, at 11 took in main sail the bunt line broke split the sail, in jib downhaul broke, close reef. N E E. S. S. sail & double reef. M. S. sail stowed the topsail, at 11 set Main stay sail, at 11 set S. S. M. S. sail & topsail reef. Sat. Obs. 59. 4 N. Long. acc. 10. 53 West. P. M. strong Gale. Shipped a little water cloudy weather.
Thursday 6 <sup>th</sup> Oct <sup>r</sup> 1853.	E N E	A. M. More Moderate, at 3 1/2 saw Barra Island bearing S W 6 miles veered to the North ward, at 5 veered to the South ward, at 7 let one reef out of each top sail set jib up bent the Old main sail and bent the Old fore sail for a main sail, and set it. Sat. Obs. 58. 59. N. Long. acc. 5. 44 West. P. M. veeling to the S E by the wind, strong Gale and showers with rain, at 6 veered to the S. ward, Cape Wrath sight bearing East 9 miles, at midnight veered E. S. E. to the S E ward, a cross sea running.



Brig Violet made Westra Island Orkney and run to Kirkwall 1853

Friday 7 <sup>th</sup> Oct <sup>r</sup> 1853.	Calms East.	A.M. Strong Gales and squally with showers of rain standing to and so to the Westward of Cape Wrath at noon thick with fog and rain. close reef. the S. I. sail Sun obscure E. & N. at 1 P.M. Cape Wrath bore ESE 9 miles. veered to N. & E. & N. at 4 hard Gales. close reef. M. I. sail. and reef. the S. sail. standing by the wind to the N. & E. ward. a rainy night.
Saturday 8 <sup>th</sup> "	SE.	A.M. hard Gales. at 6 more moderate let one reef out SE. M. I. sail. & reef out of fore sail. set the main sail. SE. Sat. 10 <sup>th</sup> 59° 42' N. Long. acc. 5° 30' West. P.M. brisk Gales and showery. one of the foot ropes on the fore yard was broke put a new one to from lampard rope. at 6 a Brig ran a cross our bows steering to the N. & N. W. ward, he was deep loaded. at midnight veered to the South ward.
Sunday 9 <sup>th</sup> "	SE.	A.M. Brisk Gales, and us under low sail standing to the N. & W. ward, at noon Sun obscure. Sat. N. 59° 45' N. Long. acc. 5° 20' W. E. & N. P.M. at 8 veered to the N. & E. ward choppy and wet.
Monday 10 <sup>th</sup> "	SE.	A.M. More moderate, let one reef out of each S. I. sail & try sail. set jib and ill. S. I. sail at 6 out reef. and made all sail. at 9 tack. to the N. & E. ward, saw a Barge steering to the West ward, repairing and shifting some of the running E. & N. ropes, Sun obscure Sat. 10 <sup>th</sup> 59° 58' N. Long. acc. 5° 8' West. P.M. variable standing to the N. & E. & S. E. ward by the wind changed the S. I. sail.
Tuesday 11 <sup>th</sup> Oct <sup>r</sup> 1853.	SE.	A.M. a fine breeze all sail set at 4 1/2 saw Westra one of the Orkney Islands tack. to the Northward at 10 tack. to the East Southward, at 8 got a Pilot and agreed with him for two Bunches to take us to Kirkwall as part of our men are tied up with the scurvy at noon close to Skapinsha Island running in for Kirkwall against the tide, at 4 1/2 came to an anchor in Kirkwall bay in 5 1/2 fath. the Customs boat came and overhauled us, went on shore got some meat & cabbage at 11 1/2 the Steamer came in but all our Shetland men on board of



Brig Violet from Kirkwall to Hull 1853

Wednesday 12 <sup>th</sup> Oct <sup>r</sup> 1853	Winds E S E	A. M. Fresh breezes and showers, at 5 the steamer left for Perrich at 8 strong breezes and cloudy, at 11 1/2 the Pilot came on board weighed our Anchors and plyed out to Mull head East road, then plyed and sailed out to the Mull head at to 3 1/2 discharged the Pilot at 5 abreast of Mull head, at E S E 6 Copinshaw Island bore N N W 3 miles and Mull head 18 1/2 " " at 6 1/2 saw the Skerries lights at N N W a fine breeze, at N E. 8 Skerries lights bore S S W 12 miles at midnight fresh breeze
Thursday 13 <sup>th</sup> "	N E N E E	A. M. a fine breeze and cloudy, at noon Mormond Hill bore N N W 16 miles Lat <sup>d</sup> 56° 57' N. Long <sup>d</sup> acc <sup>t</sup> 1° 30' West. " " all sail set under S. M. steering sail. P. M. at 3 in steering North sail, at midnight all sail set. Cloudy weather.
Friday 14 <sup>th</sup> "	S S W " "	A. M. Light breezes and variable and the Violet going to the S S W. under all sail, at 8 saw two Brigs standing variable to the S S W. ward Lat <sup>d</sup> 56° 13' N. Long <sup>d</sup> acc <sup>t</sup> 0° 33' West S S W. at noon Tacked to the Westward a fresh breeze coiled the " " warps away clear, and washed the Cant fall in the sea, S W then coiled it over the board at 11 tack <sup>d</sup> to the S E ward
Saturday 15 <sup>th</sup> "	S W " "	A. M. a brisk Gale at 12 took one reef in each top sail thick with rain at one saw May Island light bearing " " west 10 miles at 2 double reef <sup>d</sup> top sails stowed jib and " " main sail, at 11 brisk Gale with rain close reef <sup>d</sup> top sail & " " reef <sup>d</sup> top sail, stowed top sail & S. M. sail reef <sup>d</sup> to the S W S W. Lat <sup>d</sup> 56° 28' N. Long <sup>d</sup> acc <sup>t</sup> 1° 7' West. P. M. at 4 more moderate " " at 8 tacked to the S W ward made a little sail.
Sunday 16 <sup>th</sup> Oct <sup>r</sup> 1853	S W W S W West. " "	A. M. Fresh breezes and fine weather and us standing by the wind to the S W ward carrying a light sail, at 8 let one reef out fore top sail and set top gall <sup>t</sup> sail, saw a Brig steering to the S W Lat <sup>d</sup> 55° 41' North Long <sup>d</sup> acc <sup>t</sup> 0° 55' West. Strong breezes " " carrying a light sail, by the wind to the South ward at 11 saw " " 4 sail steering to the South ward.



Brig Violet arrived at Hull from Davis Straits 1853

Monday 17 <sup>th</sup> Oct <sup>r</sup> 1853	W.S.W.	A. M. strong breezes at 6 rather moderate made all sail at 8 3/4 tacked to the W.S.W. ward at 11 came amongst many vessels going to the South ward at 1 1/2 saw S.E. land to the West hazy weather Sat. M <sup>o</sup> 5 E. 5 S.W. S.E. at 3 P.M. got a Pilot Dimbington bearing West S.W. E. at 6 3/4 came to an anchor of the Old harbor in Hull W.W. roads. got the jibboom in and made all clear for dock?
Tuesday 18 <sup>th</sup> "	M.	at 4 A.M. called all hands and took the barboard anchor in. got breakfast at 6 the Pilot came on board got our anchor and came into the Plumber Dock at 8 moored M <sup>o</sup> in the Old dock in the N.W. corner.







Cumberland Straits Oct. 16<sup>th</sup> 1859. West side of Davis straits  
In Latitude 63° 30' North Longitude 65° 00' West  
Capt<sup>n</sup> W<sup>m</sup> Jackson.

Dear Honoured Friend.

After a lapse of Ten long years, through whose vale, I have been kindly led, in chequered and varied scenes; I find myself seated to pen a few lines to you inquiring after your health and well-being, owning that I have always felt a longing desire to hear from you. But I have been neglectful myself, and tardy about writing, yet I hope that this will not be out of place with you, and that you will condescend to let me hear from you this Winter, I still reside at Norwich City, Connecticut and I am sure my Dear Wife will esteem a letter from so old an acquaintance as highly as I shall myself. Her health has not been real good since the Birth of her only Daughter which she named in Honour of Lady Franklin calling her, Mary Franklin.

Your Friends Mess<sup>rs</sup> Perkins & Smith have failed in business and I hear that Capt<sup>n</sup> Smith is Poor indeed, he has been obliged to take to the sea again in his old age, the Perkins are of course doing their best, Jeremiah Slate died at New Orleans a common sailor on board a small Schooner he became very low at the last and all for his own misconduct and abuse to his fellow man.

Doctor Geo<sup>e</sup> Thompson was located in New London sometime after you left, became in debt, and finally went away from the place between two days, M<sup>rs</sup> Thompson went away soon after him and about three years past I heard of her in Albany lecturing on Phrenology more I know not, she has my esteem and sympathy, My old duntty Brown died in 1853. was somewhat deranged before her death poor woman, Doctor Perkins was brought down by the failure of Perkins & Smith, and is practicing again many of the



(2.)

people that you used to know in New London have passed away, and the place is changed beyond measure, there is now Railways running direct from New London to Boston by Stonnington and New York, and now insted of quiet the first and last sounds morning and night are the deafening sounds of the Iron horse. myself as you know, came a voyage to this country after returning I made a voyage to California sold a Cargo took Passengers to Panama thence to Sandwich Islands fitted for Whaling made a successful voyage and returned in 1854, sailed again in 55, and made another successful voyage returned in 56, in May, sailed in Nov<sup>r</sup> 1856 again in the Hannibal took with me my wife and came North, fell in with the proper Black Whale took only 400 barrels went South and returned to look for Black Whales took two in 1858 in Lat<sup>n</sup> 61° 30' N. & Long<sup>e</sup> 34° to 36° West these Whales are the proper Black Whale and are bound West a little Southerly true course down off Cape Farewell to which I followed them to Long<sup>e</sup> 47° West, & Lat<sup>n</sup> 57° to 58° North. thence after Sept<sup>r</sup> these Whales go South on the coast of Africa and have their young in Dec<sup>r</sup> & Jan<sup>r</sup> leaving the coast of Africa, North again somewhere to Eastward of 20° of Long<sup>e</sup>, May I ask you to inform me if you in all your voyages saw or heard of these Whales in the months of April & May and in what Lat<sup>n</sup> & Long<sup>e</sup> I found them first 11<sup>th</sup> of June Lat<sup>n</sup> 60° 30' North & Long<sup>e</sup> 35° West and coming from the Eastward where they must have been some time in April & May, well I disposed of filling my Ship at Cape Farewell and in July 1858 sailed into Cumberland Straits, and have spent the winter and in the Spring took 13 good Whales averaging 10 feet whale bone, last fall I took 2 good 12 feet Whales and now at this late day my Ship is not full, there has not been any Whales at Neatic this fall, neither do I think that the body of Whales are to be found in those parts, and you know Friend Jackson that you and I used to have some conversation about Whales in the Hudson Straits, I am of opinion that Whales are



numerous in these straits and Foxes channel, but this Copperbottomed  
Ship of mine is not the M<sup>rs</sup> Seellan so providence withholds me from  
venturing much now, but I am bent on visiting Hudson Straits  
another year if permitted by providence and guided so far and as  
this is in my mind before I undertake the enterprize I ask for  
your counsel and advice and to give me as much information as  
you may be possessed of regarding Hudson Straits and if possible,  
I wish you would procure what information you can without too much  
inconvenience to yourself from some of the Hudsons Bay Ship Masters  
or other frequenters of that part of the world also to send me any  
Chart of the Bay, and straits, if there is such that can be relied  
upon with the cost of same, and I will indemnify you as speedily as  
possible without fail. I shall remain here some few days longer in hopes  
to take another whale or so, and then sail away to New London, where  
if it please providence I hope to arrive by the first of December next and  
do not fail Friend Jackson to let me hear from you as soon as you can  
make it answer your convenience to write to me who prides himself in your  
friendship, and will ever take pleasure in hearing from Master W<sup>m</sup>  
Jackson who may ever expect for his wellfare the sincere wishes of  
Capt<sup>m</sup> Christopher B. Chapel

Norwich City Connecticut.

P.S. If there be any commands for this part of the world in my power,  
please favour me with them and I will endeavour to obey them, with  
many regards of the, The Signet of truth of an Honourable Brother of the  
Brotherhood,

My respects to M<sup>rs</sup> James Gleadow Dock master who sent a New  
York paper to be given to any yankee Skipper wintering here, I am  
very much obliged to him.

I have taken in this Gulf 160 Tuns of oil & 11 Tuns of whale bone.

The next letter is at page six



(4.)  
Norwich City Conn. May 16<sup>th</sup> 1840.

Capt<sup>n</sup> W<sup>m</sup> Jackson

My Dear Honoured Friend,

I seat myself to write you again, to inform you that I am going again to the Northern Ocean, and am to sail about the tenth of June, and as near as I can tell my mind I think I shall proceed up Hudson straits, and try to procure a voyage in those seas, and you know that my mind always run there when first I went to the country, I may be much mistaken but I hope not, for I am about to sail in a costly ship, a Clipper of five hundred tons burthen, she will cost, ready for sea, sixty thousand Dollars, My Brother Edward will sail in another ship of the same Class and we expect to keep company in our cruise, I expect to find whales and get a good cutt this fall, and find a good winter quarters near Frozen straits or some where that I may fall upon that promises a good Summers work and in the next fall whaling, I am in hopes to fill my ship, I can only find the Charts of the Admiralty of Fox Channel and cannot learn that there is any Charts of Hudsons Bay, nor can I learn whether there ever was any whales seen low down in Hudsons Bay or about the settlement Trading stations or not, But I do believe that I shall find them there, that is if I have patience to carry me through and caution enough to keep my ship, this is wholly a project of my own, and the owners instead of giving me instructions as I used to have where to go, tell me to go and get a cargo expecting that I know right where it is, well if I dont find it, I shall be obliged to give up and say there is no truth in Logic, my idea is that the lower part of Hudson Bay does not freeze so hard but the whales can keep it open and shoot and sport during the winter and Spring advances work north through the Summer, and return in the fall south again, If this be the case I dont see why I may not find whales in Hudson Bay, even as plenty as our ships have found the same specie of whales in the Behotskie Sea upon the other side of the Globe as low as Lat<sup>d</sup> 48° North, Reason teaches me that I am right about the whales, and if I am fortunate enough to find them, I think with Gods blessing, to be able to accomplish something, all the means that lays in my power I shall certainly use, more man cannot do, except to trust to the guidance of him, who sees knoweth, and ordereth all things, to him I look, in him I trust all my affairs, knowing that he ever doeth



3  
All things well, man is ever seeking information and I like the rest  
of my race feel as if your experience had still some good advice in  
store for me which I humbly crave you will bestow upon me, and let me  
still consider myself under your patronage, your letters I have read and  
re-read and I consider the advice you give in them as invaluable and  
perhaps I ought to be content, but I want you still to say something  
more about a cruise in Hudson Bay, as I know you have been think-  
ing it over in your mind, and must have other ideas that you can  
suggest that will be beneficial to me on my voyage, don't you think  
that up Rowe's Welcome or some where on the Southern part of Southampton  
Island would be a likely place for whales in Spring as they would  
be passing up towards Wager River and Repulse Bay, I have thought  
this a likely ground for young whales, for you know we seldom find  
young whales with their mothers after the South-west season is over,  
may they not seek up Hudson Straits and so into the Westward and  
seek up the fresh water Rivers, and don't the Lancaster sound whales  
pass down Gulf of Boothia through Hecla & Ivory Straits and so  
down to a Southern Latitude as the season advances, there is a point  
on the admiralty charts marked Whales point in Rowe's Welcome,  
from what did it take its name if whales had not been seen thereabouts, and  
there is many a question more that I only expect to see cleared up by time and  
toil, please write me again, what you think, and where you think the most  
advisable place to winter, to find water and whales in the Spring, for in your  
judgement I have much faith, your advice to go again <sup>my</sup> have influenced  
me more, than any one thing urged upon me, consequently I have a right  
of friendship to ask you many things, and put you to a great deal  
of trouble for which I am sorry, as I cannot give you anything in  
return but the warm feelings of a friendly heart, and the assurance  
of my prayers and sincere wishes for your welfare, and that I have not  
written you sooner, you must <sup>not</sup> allege it to neglect or oversight but the press of busi-  
ness & moving which astied me down all the Spring, I have much to do in my new  
home to get it to my mind & could the thing be possible nothing would please me so  
much as to welcome my friend Jackson to the hearth of my pleasant retreat, remember  
me kindly in your prayers, & believe me as ever yours Geo. C. B. Chapel,



Norwich City Conn 12<sup>th</sup> Jan<sup>y</sup> 1860. (C)

Capt<sup>n</sup> W<sup>m</sup> Jackson,

My Dear, Dear Friend your kind favour of 21<sup>st</sup> Dec<sup>r</sup> came duly to hand with the Chart accompanying, and I am ten thousand times obliged for the trouble which you have been too good for me, in the Chart I have a guide, but in your letter which describes so plain that one cannot go wrong, I have a better guide than all the Charts I have ever seen, Nowhere is my Dear wife willing for me, not to go again, saying lay aside your Charts and stay at home with me, there is being some 12 Ships fitted in New Bedford, New London, and other places, and there are so many men eager to get experienced Masters that if I would say go, I could get the  $\frac{1}{2}$  lay, paying very high is it not quite different from  $\frac{1}{6}$  the old lay, well I don't know, I have refused all offers and believe I shall try to live on shore a winter at least, I have a Brother who was chief mate with me last voyage, and he is going to try the Straits again, I am afraid for him because he has never had any experience at N. Whaling, but I will give him some of the lessons I learned of you years gone by, but talk as you will and as plain as one can there is nothing little experience, I am afraid that some of the Ships will not succeed very well for that tack, I arrived in New London in 25 days from Cumberland inlet beating my consort which left 12 days start of me I turned out 2400 barrels, & 31,000 lbs bone, the last whale that I cut yielded 180 barrels of oil 2960 lbs bone, weighed out at home, oil is rather down & bone is dull at present, my whole cargo still lays unsold, the average catch of 200 Ships in the Pacific is 500 barrels the past season, our American Agents say that they send their Ships to sea at a ruinous expence to lose money only, this seems rather queer but in some cases it is true, My Brother has just been married and on a wedding tour, God bless them, my Wife and Daughter both send much love to you, My Carolines health is not of the very best & she does not wish for me to leave her again, and my little Daughter is a bright loving little thing ten years old, Their united persuasions are enough almost to persuade the Brooks from running towards old Ocean, and I don't see how I ever can go again, I have bought me a pleasant place one mile from the City of Norwich where I mean to try to content myself 50 acres of real good Land a pleasant house &c cost \$14,000, A large Factory fell in Lawrence Mass



in the 11<sup>th</sup> killing 200 persons out of some 8 or 900 employed in it, thus you see when wars spare and pestilence cease other causes arise to thin off this worlds people, There is nothing new of importance since the Death of John Brown, he made much talk as you may have seen by the papers, you know that there must always be something got up to create an excitement in this country or else the Americans could not live, I do wish though that slavery was or could be put an end to throughout the world, for it is an evil that creates much misery wherever it is permitted, I remit to you the sum mentioned for the Chart and expences in gold, and hope it will come safe, and if there is any thing that I can do for you my Dear Friend do not fail to command me, and I will obey to the uttermost of my ability, Many of the Brothers have spoke of you since they knew that I had heard from you, Masonry in all its Branches never wore a brighter aspect than at present with us, I belong to the highest order of Encampments in America and so there is nothing new to look a head for, therefore the more time to endeavour to get former lessons perfect and become a good and a true Brother Mason, Now my Dear Friend I must close by wishing you a continuance of that health that as gone hand in hand with you for more than 67 years, please remember me to Capt<sup>n</sup> Parker and all other enquiring friends and do not fail if it be not too much trouble to let me hear from you again soon, it will be a great favour on your Humble Friend C. B. Chapel.



29 York Place  
Aberdeen 25<sup>th</sup> Sept<sup>r</sup> 1862,

Capt<sup>n</sup> Jackson,

Dear Sir

I received your letter of the 23<sup>rd</sup> with favour  
I can give you no information in regard to Capt<sup>n</sup> Chapel since Nov<sup>r</sup>  
1861 he arrived at New Bedford with 600 Barrels of oil having wintered  
near Southampton Island Hudsons Straits; His Brother had  
done somewhat better, whether he is whaling now or not I  
do not know has I left home myself in 1860.

The whaling was middling this season in Cumberland Straits,  
I took nine large ones, the pack in Davis-straits was very  
heavy, I passed through a good deal coming out the 25<sup>th</sup> August,  
I will gladly give you any information that I can on any subject  
that I can

Yours Truly  
Isaac Allen,

American Ship  
Daniel Webster.



4  
Norwich Town 20<sup>th</sup> Jan<sup>r</sup> 1863.

To W<sup>m</sup> Jackson

My Dear Honoured Sir

Being in New London a day since I saw Capt<sup>n</sup> Isaac Allen, of  
Ship Daniel Webster, He stated that you enquired by letter off  
C. B. Chapel, and right glad was I to hear that you still bore me  
in mind, because I wrote you after my return from Hudsons Bay,  
describing the country and the prospects of future voyagers, and  
receiving no reply, did suppose that you had changed your abode,  
but must now conclude that my letter must have miscarried, well  
I will relate again what I met with, I sailed in 1860, in June 13<sup>th</sup> arrived  
off North Bay July 12<sup>th</sup> where I was detained untill Aug<sup>t</sup> 1<sup>st</sup>, got on to Long<sup>e</sup> off  
the East part of Salisbury Island brought up by ice untill Aug<sup>t</sup> 16<sup>th</sup> then going  
on around by North Shore passed Mill Islands and steered over for about Cape  
Comfort a little to the South, sighted the Land of South Hampton Island but found  
such heavy bodies, not bodies but a solid barrier of such heavy ice as is usually met  
in spring at Resolution Island, drawing a great deal of water, and been laying  
there so long, that it had turned rusty, I sailed N.E. easterly along this bar and  
through heavy streamers to Lat<sup>n</sup> 64<sup>o</sup> 30' N. Long<sup>e</sup> 77<sup>o</sup> W. caught a Whale Aug<sup>t</sup> 27<sup>th</sup> saw  
more but bad weather coming on which lasted some days from N.E. which cleared  
the Land of ice and finding or fearing, I should not get a cross to North Bay. I  
sailed as near the Land as I dare to, from N. of Queensens Cape close along  
to the Southward to try and find a harbour but could not, there is immense  
strong tides all along here with heavy rips the most frightfull of which is  
at Trinity Islands which lay off four miles from the main bend, passing near those  
Trinitys by Kings Cape down S.E. of Salisbury again, rounding up through Diggs  
Channel, out of which the ice had cleared away as if by magic, West of  
Mansel Island, down by Cape South Hampton, over to the West main, here the  
Compasses is of but very little use, Near Marble Island which is not correctly  
laid down, as is not any of the land on the Main except Cape Bullerton—  
I saw my first Whale in those seas, the first of September, did not try for  
them, sailed North made Cape Peel, cruised along the land cautiously as  
the bottom is very uneven came into a bay with small Islets and reefs  
found in it a good harbour where we anchored in Lat<sup>n</sup> 63<sup>o</sup> 55' N. Long<sup>e</sup> 96<sup>o</sup> 5' W.



(10)

And in 7 fathoms water, on the 10<sup>th</sup> Sept<sup>r</sup> took three other whales and gave up  
whaling for the season during the winter, my men were all very bad in  
the Scurvy and I lost five of them, in the Spring the men got some better  
but I could not begin whaling on account of sickness untill the last of  
June began to whale it, we could not drag the Blubber over the ice to  
the Ship, the first of July the ice broke leaving a small Island in the  
water, from this Island we operated with our boats, distance from Ship six  
& a half miles, caught and skinned 13 whales and anchored the blubber in a  
little nook to await a time to get it to the Ship on the 17<sup>th</sup> July the ice set  
in, in so solid a body, that the out tide, took ice blubber and all off, what  
a loss and I never could find it again, in Aug<sup>t</sup> got under way and got five  
other whales, with only myself and third mate, my first & second mates being  
sick, and my crew coming down again with scurvy, and the weather getting  
coarse, on the 13<sup>th</sup> of Sept<sup>r</sup> I bore away for home, where I arrived on the 10<sup>th</sup>  
Oct<sup>r</sup> with a sad heart, to find this beautiful Land distracted by a civil war,  
which will in the end be the cause of much unlooked for blood shed, and trea-  
sure wasted, in case we should not be aware that there was a terrible war  
being waged if we did not know of it, there is no missing the men that have gone  
into the army, the streets seem as much throng'd as ever, and almost every business  
seems to be flourishing as in times of Peace, I shall be glad when the strife is  
ended that we can be looked upon, by the Nations of the Earth as having passed  
through a great fire, that seas of blood could not quench,

My Brother is now in Hudson Bay, he took 7 whales in Sept<sup>r</sup>, I am on the point  
of going again to the same ground and shall sail the first of March next,  
and I hope to be able to accomplish my voyage without wintering,

My Wife and Daughter wish to be remembered in love to you and hoping  
this will <sup>reach</sup> you and find you in health, is the sincere wish and prayer of  
your old Shipmate who often thinks and speaks of you too,  
yours with much affection

Christopher B. Chapel.



Norwich Town 4<sup>th</sup> March 1863.

Brother Jackson

Your very interesting letter came to hand on the 3<sup>rd</sup> and I assure you it was read with a great deal of pleasure, but above all your Picture is to us the most acceptable thing you could have sent to us, and we shall prize it higher than Gold, and proudly place it in our Family Album, even as its original still holds a place in our hearts memory, Wife Daughter, and all thank you again, and again for it, and you must excuse me but I take so much pride in showing your letter to your old acquaintances in New London all of whom manifest surprise at your masterly hand, at your age in life, Capt<sup>n</sup> Smiths reverse in fortune, Perkins & Smith failed in business in 1857, for \$400,000. and their assessments were over \$500,000. but the sales of their property being forced, there was nothing left to them, and Capt<sup>n</sup> Smith afterwards sailed master of a Ship that he used to own the Charles Carroll, in 1858. he has made a poor voyage, lost his Ship and is now on his way home passenger in another Ship, he is old now and the hill will be hard for him to climb, I feel for him and so does all of his acquaintances, his Family still live in the same house but not the same splendour, Mr<sup>r</sup> Elias Perkins as an appointment as Consul to Kingston Jamaica, at a salary of \$2000. a year, and Shaw Perkins is in Tulcahuana a Ship chandler, Capt<sup>n</sup> A. Barnes is dead, and many others that you knew, Major Williams still holds his age well, I am going in one of his Ships the George Henry off New London, and I shall take your advice about the M<sup>r</sup> ground, as I have always been benefited by it and thank you kindly too, one of my Brothers is on his second voyage in Ship Monticella of New London, and another one in the Pioneer, both are wintering in Hudsons Bay, It is my hope to get some whales at the M<sup>r</sup> and complete my cargo in Hudsons Bay and God willing return the same fall, I brought on my last voyage 78 Tuns of Oil and 11 Tuns of Whale bone I lost the Blubber of 13 Whales that I saved the bone of, which accounts for the large quantity of bone that I brought, The Monticella sailed July 3<sup>rd</sup> and Sept<sup>r</sup> 10<sup>th</sup> had 7 whales, But the Pioneer which sailed in April only had 4 whales,



12  
at the same date in Sept<sup>r</sup>, There is being four Ships fitted from  
New Bedford this spring to go to Hudsons Bay besides three small  
vessels from New London, and I dont know but the ground will be  
soon cut up, I own in both the Ships that my Brothers are in, and  
can but wish them success, also the one that I go in, (all good cheap Ships)  
Will pay well at present prices if not quite full, yet a full Ship is  
always desirable, it pleases both owners and sailors as you very well  
know, my health I thank the Lord has ever been good and I have been  
blessed in my worldly affairs as well as spiritual, But I cannot expect  
to remain on Earth so many years as you have because I feel that  
age is already growing upon me, though I shall not be 45 untill  
the 24<sup>th</sup> day of this month, I will send you my Photograph but a  
chance if you would recognise me I am so altered from what I was,  
My Wife Caroline sends much love and kind wishes to you my  
little Daughter is away to school in Rhode Island enjoying  
usual health, I shall sail on the 10<sup>th</sup> and I hope to be successful  
and return in safety and find the causes that distract our country  
removed and peace throughout the Land, with kind regards  
I remain your humble serv<sup>t</sup>

Christopher B. Chapel.



Norwich Town Jan<sup>y</sup> 26<sup>th</sup> 1864

Dear Friend and Brother

Yours is received and I find much pleasure in replying, First to say that I am glad to hear of your continued good health which is a blessing to be thankful for and proud of. I am happy to inform you that myself Wife and Daughter are at present in the enjoyment of good health also thank God. I was pleased to get that abstract which I showed to Major Williams, and he commented on your memory your success in all your voyages ~~for which I thank you~~ ~~kindly~~ and your master skill in penmanship and the steadiness of your hand, you wished me success in my voyage for which I thank you kindly. I found Davis Straits completely blocked with Ice and I was unable to get to the Westward of  $53^{\circ}$  of Longitude until the last of June when it was over late to fish, I passed Resolution Island on the 12<sup>th</sup> July into Hudson Straits amongst heavy floes from two to three miles large, between the floes and the Land in very close got beset off the West end one mile from the shore was drifted to the North along the Island and inside of some of the rocks but went clear and with the next tide got some offing then with a South wind and thick weather for two days was beset again, lighting up some found myself close to the bluff Land of the lower Savage Isles with no wind and no water except a narrow strip next the Land, and confounded strong current I got my ship to a piece of Ice about a mile and a half round which laid against the land and got her on the off shore side but the tide kept rooling it around and I as often warping the other way and keeping the piece between me and the rocks this work lasted for thirty hours with all hands most of the time hauling one way with one tide and with the other the reverse, at last lost our hold and was swept towards Forbisher with great force, being full Moon and tides rapid a high bluff of land lay close to us towards which my vessel was carried with a solid jam of Ice which grew tighter and pressed very heavily against the ship sides as she drew nearer to the land, I put out my best ropes on to a



(14)

great piece which was outside of me but the ropes broke and the ship passed the bluff within so short a distance that the men hove coals on shore, side done and turned was swept back again so near the rocks that as she went along stern first partly head in that her jibboom nearly touched, a switch tide brought her back, and after being sent past it three times took a tide that set her off a little and then whirled her round & round and some single pieces of ice coming with great force against her sides as if determined to go through, during the night drifted off some but the next flood set us back and at 9 o'clock on the morning of the 16<sup>th</sup> July my ship was forced on to the rocks on a small Isle at the top of high water, a bad time as you know, when the tide had fallen some 12 feet the ship resting on a shelf of the rock she slid off sideways and striking on the rocks below with such force that her bilge was stove in, saved all we could and made the hull fast, I went into my tent which we had made thanked God for bringing my ship on to such a comfortable low place and preserving all in safety then I laid me down and slept for the first time in four days and nights, remained on the Island ten days and saved much property, fitted my boats for a cruise and provisioned each for 60 days and started towards Newfoundland journeyed in 3 days to the S E end of Resolution Island came near getting all our boats crushed then encamped for 10 days with head winds and rain, the sea covered with ice, started again and in calm thick weather worked towards Button Isles off which the ice was in such heavy packs that we could not get hold of the land this being the third day out on the night of which had dirty S E weather and our boats got separated morning dawned and the fog cleared to show us the most frightful signs in the heavens that I ever beheld I cannot describe them, the wind from S E began to come in gusts and the sea to rise Resolution Isle at N N W. 40 miles in sight Button Isles covered with a purple mantle of fog, very smooth, to the South a heavy body of ice in which a heavy swell was working the gale increased and the fog went away saw Button Isles and steered for them three boats out of five together Land 25 miles, came to heavy ice run amongst it with only a mast standing and when within ten miles saw a small Schooner which we succeed in getting to where we found our



3  
Other two boats picked up an hour before we saved our clothes and  
most of the provisions we had, but all of the boats were swamped a-  
longside and lost except two, that night had a terrible gale in which  
I was thankful that I was not out in a boat, took Schooner back to the  
wreck found that some one had been there and robbed everything away taken  
the parts of the wreck and all the property which I had saved was stolen,  
the man I have learnt since was Will<sup>m</sup> Penney, then the Schooner took me and  
my men to Hudson bay, found my Brothers both ready to come home one with  
1400 the other 800 barrels, and the other three ships had 12 to 1400 each I came  
home left the small Schooner which has since come home full, the North  
part of Hudsons bay where I have been was full of Whales from Marble Island  
on the American shore to Cape Fullerton, none of the ships into the Melcom  
but the Schooner that I mention went up the Melcom about 150 miles and got  
three Whales which filled her full and her Capt<sup>n</sup> told me that he saw legions  
of Whales and the water was very shoal and the coast lined with riffs, the Whales  
have become somewhat shy from being troubled so much for three seasons in suc-  
cession, I think if I go again, I shall look for a new spot of ground, one of my  
Brothers is going again, in the same ship to have a small Schooner for a  
Tender which I think will answer a good purpose, there is five vessels going from  
New London, three to have tenders, and there is five other ships from New Bedford  
and there is five now wintering in the bay which if they all get full will  
use up some of the fish, vessels cannot stay as late in the season as at  
Cumberland straits on account of the weather which is worse in the fall  
and the long strait to get out of, the Natives like the others which you have seen  
are harmless and innocent but lazy, the country abounds with Deer, musk ox and  
other game and fish, the American coast is very low and the bottom very uneven  
the tides are strong & flow & fall 30 feet, harbours are not plenty, that I know of as yet,  
compass is very sluggish indeed almost useless at times owing to the peculiar bottom,  
American coast is laid down 30 miles too far west Southampton Isle is divided by Transind  
& runs through & is a sound or strait, one of our Whales passed through it runs nearly parallel  
to Lyons channel, I have not engaged to go again as yet, I will now close with true regards I remain  
Respectfully C. B. Chapel, Wife & Daughters join in love to my Dear Friend & Brother,







[illegible]



Mary Jane Alma Biglin



Mary Jane Alma Biglin











Hull 1853 Brig Violet

20<sup>th</sup> Oct. Messrs. Syre & Coopers Ropery 30 1/2 Whale lines

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20<sup>th</sup> Oct. Stan. on Ship Chandler.  
4 Ship & 1 Azimuth Compasses.  
4 Telescopes, & one large for mast head in a box.  
3 Log. & 1 = half hour glasses

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20<sup>th</sup> Oct. Matthew Wright Gun & Powder.  
1 Full Barrel & 1 with 10 Cannisters

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1853 An Inventory of Brig Violet of Hull Whaling Stores

59	D. Hand Harpoons.	1	Set Bone Cur.
8	D. Gun Harpoons.	30	Pulling Oar for Boats.
27	Eng <sup>d</sup> Hand Harpoons.	6	Steer Cars. d <sup>o</sup>
6	D <sup>o</sup> Gun d <sup>o</sup> .	50	Seal Clubs.
28	Sea Horse d <sup>o</sup> .	12	Wiphooks.
36	Sances.	4	Blubber forps.
20	Blubber Knives.	36	Harpoon Hooks.
12	Chopping d <sup>o</sup> .	6	Pickers for Cawks.
7	Strand. d <sup>o</sup>	1	Sull frame
7	Blubber Spades.	1	<sup>pr</sup> Sull nippers.
4	Pair Closh hooks.	1	<sup>pr</sup> Chain slings.
8	Pair Spurs.	1	<sup>pr</sup> Ripping hooks
6	Boat Axes.	1	<sup>pr</sup> Slings hooks.
4	Boat Martingespikes.	4	Watch Blocks.
4	Boat Grapnels.	4	Cranghing hooks.
4	See Anchors.		
3	See Drills		
1	Nose Hook.		
2	Crowbars.		
1	Shore Spike hook.		

N.B. The bone gear bad.







Q. 10<sup>th</sup> No. of Casks filled with blubber in Violet 1853.

260. 250. 240. 230. 220. 210. 200. 190. 180. 170. 160. 150. 140. 130. 120. 110. 100.

" " " " 1. 2. 1. 3. 3. 1. 2. 1. " 2. " 2. "  
 " " " 1. 1. " 3. 4. " 1. 2. " 9 3 wal 1 unicorn

90. 80. 70. 60. 50. 40. 30. 25. 20.

1. 1. 9. 1. 2. " " 8. "  
 1. 2. 4. " 1. " " " "

Eagles = 31 Bullets of  
 40 = 31 Blubber

3 Seal 11 3 0<sup>th</sup>

30 whale 33. Blubber



Hull to the Coast of Newfoundland, Labrador or seas adjacent thence to Davis-straits & seas adjacent & back to Hull. (with leave to call at the Shetland or Orkney Islands on the passage out or home) for the purpose of taking seals, and killing Whales, and other creatures living upon the sea or in the said seas, and to accomplish & fulfil the general purposes of a Sealing & Whaling Voyage for which the said parties especially engage to use their utmost endeavours by day and by night & that they will not use any artifice to discourage or dissuade any of the ships crew from doing their duty in any respect neither will they be guilty of any insubordination or disturbance or otherwise prevent or endeavour to prevent the success of the Voyage under penalty of forfeiting all the wages & oil money that may be due to such offender or offenders.

An Inventory of Thomas Nicholson's Clothes, a Shetlandman, aged 19 Years.  
6 striped shirts. 3 Gurnsey frocks. 3 vests. 6 Pair drawers. 10 pair hose. 9 pair mitts.  
2 jackets. 4 pair trousers. 2 pair shoes. 2 yards canvas. 1 Cotton handkerchief. 1 scrubbing  
brush. 12 bar soap. 1 Hair cap. 1 Scotch cap. 1 Looking glass. 1 Horn spoon. 1 Bible.  
1 Night cap. 1 Pet. jar. 1 Bed sack. 1 Pair Blankets in use. 2 clothes bags. 1 Chest. &c.  
The 8<sup>th</sup> April 1853 on board the Brig Violet of Hull. William Jackson Master.



Robt Sather Mate  
 Geo Lindale Boatsteerer  
 Robt Anderson Stewardman  
 Wm Smith " d<sup>o</sup> "  
 James Halcrow " d<sup>o</sup> "  
 Tho Temple Capt<sup>n</sup> Mate "

Mates.  
 John Christie Cook  
 N<sup>o</sup> 1 of Mates Boat 1

James Smith Boatsteerer Stewardman  
 Geo Nelson Stewardman  
 Wm Robertson " d<sup>o</sup> "  
 John Johnson " d<sup>o</sup> "  
 John Lawrenson " d<sup>o</sup> "  
 Wm Thompson Harpooner.

Watch.  
 Wm Thompson's Boat N<sup>o</sup> 7.

John Hutton 2<sup>nd</sup> Mate  
 Sher Taylor Boatsteerer  
 Wm Irvine Stewardman  
 Laurence Tulloch " d<sup>o</sup> "  
 Walter Henderson " d<sup>o</sup> "  
 Marshall Batty Capt<sup>n</sup> "

Capt<sup>n</sup> " <sup>us</sup>  
 Joseph Field Stewart.  
 John Hutton's Boat N<sup>o</sup> 15.

Wm Gascoigne Boatswain & Harp.  
 Wm Nicolson Boatsteerer Stewardman  
 James Robertson " d<sup>o</sup> "  
 Laurence Lawrenson " d<sup>o</sup> "  
 Tho Halcrow " d<sup>o</sup> "  
 Adam Linklater " d<sup>o</sup> "

Watch.  
 Wm Gascoigne Boat N<sup>o</sup> 3

Robt Gascoigne Speckoner  
 James Henderson Boatsteerer.  
 Wm Linklater " d<sup>o</sup> "  
 Wm Nicolson Sail & Ball<sup>us</sup> overboards  
 John Smith " d<sup>o</sup> "  
 Jesse Boyden Cooper.

Speckoners.  
 Wm Wilson Hazard Boy.  
 Robt Gascoigne Boat N<sup>o</sup> 6.

John Arnold Chance Harpooner & Stewardman  
 John Heldt Boatsteerer.  
 Wm Johnston Stewardman.  
 Laurence Lawrenson " d<sup>o</sup> "  
 Wm Irvine " d<sup>o</sup> "  
 Tho Smith " d<sup>o</sup> "

Watch.  
 John Arnold Boat N<sup>o</sup> 11



Hull 1853

Rose, Gouldrey

Imelove Partier

Venerable Martin

Violet Jackson

Be. N. S.

Jane Walker

Kirkcaldy

Chieftain Archbald

Lord Gambier Duchers

Dundee

Adrice Robb

Alexander Sturrock Junr.

Heroine Sturrock Senr.

Princesses Charlotte Duchers

Aberdee

Pacific Pattison

St Andrew Palmer

15<sup>th</sup> April 1853

11 1/2  
10  
10 1/2  
11 1/2  
9 1/2  
8 1/2

St. B. S.  
9 1/2 B. S. 35 men Friday 5<sup>th</sup> Aug. Mr. Parker gave us a bag of potatoes good ones.



